

# messing about in **BOATS**

Volume 38 – Number 4

August 2020

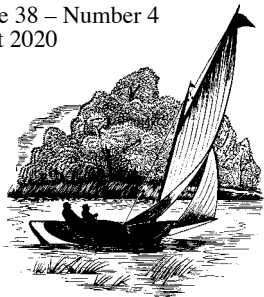
**Some New Highlights in This Issue**  
Cutting Edge Craftsmanship - Surviving Flicka's Capsize  
North American Canoe Houses - Covid Catboat Update  
Where Have all Our Small Boats Gone? - Baltic Proas  
In Pursuit of a Catboat Legend - A Cruising Boat Remodel



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29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

Volume 38 – Number 4  
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US subscription price is \$40 for one year, Canadian / overseas subscription prices are available upon request

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There is no machine

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## Commentary...

Bob Hicks, Editor

Summer arrived a few days ago as I write this at the end of June and the ongoing Covid 19 pandemic disaster is evolving into what seems likely to be a long term part of our daily lives as the public and the authorities continue to wrestle with what to do about it. With the advent of summer, increasing public pressure to let us out of this arbitrary form of self quarantine trying to keep all of us (not just the sick and vulnerable) away from each other and our businesses, jobs and gatherings or any sort of group activities seemed to have resulted in some tentative "official" phasing back into normal life again. But right off the authorities trotted out new statistics claiming immediate increases in the number of infected and it appears that there is likely to be a return to lockdown life if they have their way. We'll see.

Our messing about in boats has chiefly been impacted with the cancelling of the usual seasonal gatherings of the faithful all over the country. Our earlier promoting of the John Gardner Memorial Small Craft Workshop that was to take place right about as I write went for naught when it was cancelled. Many smaller events run by various clubs and chapters have been abandoned for the year. A couple of the biggies hereabouts, the *WoodenBoat* Show at Mystic Seaport and the Maine Boats Homes and Harbors Show, are both still on for August but that may change and if they do get to go they threaten to impose all sorts of strict requirements upon those attending in order to be admitted.

At the individual level many of us are fortunate to remain relatively free to pursue our interest away from the throngs suspected of harboring the sinister virus. Our shops at home remain free of official rules and with some quiet looking around we can usually find places to get on the water if we own boats we can cartop or trailer to launching sites off the beaten path trod by the mass of the public. Like walking or cycling, small boating appears to be an acceptable activity that can be conducted at social distancing.

Here at *MAIB* (where we live and work every day) we continue to live an almost normal daily life, having located sources for food and other supplies needed where we need not stand in long lines to get. Only the

mask thing intrudes on a sense of normalcy and we wear ours where required to do so. In our locality at the fringe of the greater Boston metro area, highway travel is markedly free of congestion, every day we see all the cars of those no longer commuting parked in the driveways of the tract houses in nearby communities through which we often have to drive to get where we need to go.

*MAIB* carries on so far free of any outside "official" interference. Our printer carries on reliably, only the Postal Service has failed us, with only about 75% of the workers on the job (many opting for furloughs in fear of infection) so deliveries have slowed a whole lot. Our 3rd Class monthly bulk mailing is now taking as long as a whole month to get to many of you (instead of the "normal" week to ten days), judging from calls and emails we get inquiring as to where their magazines are. If you are experiencing such delays, be assured that we continue to mail on time (two weeks ahead of the cover date) and cannot do anything about delivery beyond that point. If a month goes by with no magazine in your mailbox, let us know and we will replace it.

So, where are we headed? Who can tell in the ongoing confusion of this massive upset of our "normal" existence? I intend to carry on as usual with *MAIB* as long as we continue to get the subscriber and advertiser support we enjoy necessary to pay for publication. I do not personally have much optimism for any sort of return to our life prior to Covid 19. While those impacted by infection and/or death have certainly suffered, the destruction of the underlying economic base of our daily existence will permanently bring our whole existence down to a lower level to which we will have to adapt. We are so prepared as required.

Adapting... a recent notice from a group to which I belong (non boating) announced that the regularly scheduled monthly breakfasts were cancelled, but those reading it are assured that "there will, of course, be those who will find their way to the breakfast site." Just so, stay away if you wish, come along if you wish. It's an individual's responsibility for oneself.

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## On the Cover...

Canoeing hit a high point around the turn of the 20th century as an urban on the water recreation on flatwater rivers with thousands of rentals on offer from canoe houses resembling yacht clubs. On the cover is the Spring Street Canoe House on the Charles River in Dedham, Massachusetts, around 1910, one of 14 on display on pages 14 and 15 courtesy of Steve Lapey of the Norumbega Chapter of the Wooden Canoe Heritage Association.



## *Harkening Back With Harvey*

*"Small craft images from today as viewed through a long ago lens."*

*Images by Harvey Petersiel*

*Heading Out...*





## You write to us about...

### Adventures & Experiences...

#### Triggering Dreams

The May issue of *MAIB* particularly resonated with me. Rereading Robb White was fun and Harbinger was a boat I looked at many times, as I would read and reread Phil Bolger's books many years ago. I still have his books and still do dip into them from time to time.

But it was the "25 Years Ago in *MAIB*, *Julia May Goes to Sea*" that interested me most. I started subscribing to *MAIB* in 1995 but don't remember reading the article at the time. Nevertheless the Long Micro, along with Thomas Firth Jone's Brine Shrimp, are two boats I have plans for, still have the models I built and regret my decisions not to build either of them.

Reading this article I had a flash that it is not too late for the Long Micro. A ridiculous thought given I have a Norwalk Island Sharpie advertised for sale in your magazine. It is a similar size and has some of the same virtues in a more refined package with some added advantages of its own, shallow draft being the main one. But trailering, launching and retrieving boats is getting difficult for me and handling my Sharpie alone in any kind of weather is problematic. Thus it's for sale.

Storage and a place to work on, or build, a boat is another problem. So why would I want to build a Long Micro now? I don't, but the article triggered dreams and even though

When Adirondack style guideboats were first developed in the mid 1800s, they were designed as sturdy transport boats that could move hunters and fishermen quickly through the Adirondack mountain lakes with all of their gear on board.

In the latter part of the 19th century the tourism industry in the Adirondack Lakes region was booming. Wealthy vacationers would journey to the mountains of upstate New York to escape from the stresses of city life. Large lakefront estates were built where vacationing elites could enjoy the breathtaking scenery up close.

Many of these tourists flocked to the Adirondacks with the dream of going on a rejuvenating fishing or hunting voyage through the bucolic mountain wilderness. Local game guides were hired by visitors to serve as knowledgeable experts about local terrain and wildlife and to provide comfortable transport on expeditions through the mountains and lakes. In order to create a pleasant experience for their affluent and selective clients, game guides needed a boat that was durable, efficient and light enough to carry. The Adirondack guideboat was a natural choice, it was a stable and speedy vessel that combined the best attributes of rowboats and canoes and cut through the water like a hot knife through butter even in windy conditions.

they came with regrets, dreams are never a bad thing. Thanks for making them happen.

Dan Taylor, Bellingham, WA

### Information of Interest...

#### Eyecatcher

Something caught my eye in the top photo on page 3 of the May issue. On closer examination I am pretty sure the sailboat in the foreground is a Tartan 30. We own a 1978 example of this great Sparkman and Stephens design. I was surprised that the roller furling jib is still on. This is strictly forbidden in our marina (think domino effect if it unfurls in a gale). I enjoy your publication.

Jim Cobbs, Greenwich, CT

### Information Wanted...

#### Offsetting Oarlocks?

Has the question ever arisen about offsetting oarlocks for cross handed rowing? There are two styles of cross handed rowing, with one hand leading the other and with one hand in front of the other. The generic answer, of course, is to have both of the locks the same distance from the stem. Obviously I have too much time on my hands.

Eric Russell, Basking Ridge, NJ

### Robb White's Writing...

#### Thank You for Republishing Robb's Writing

Thank you so much for republishing some of Robb White's writing. I am going to read those pages slowly as I want to make

them last. You publish so many authors but there is only one Robb White. The man had a command of language and the written word. So many of us know how to pilot a ship in foul weather and on sunny days, but Robb knew how to put it into the fewest words with no compromises. God, I miss him.

Kent Lacey, Captain, Commanding Steam Launch *Golden Eagle*, Old Lyme, CT

#### Reading Robb White's Writing is Such a Pleasure

Robb White's article in the May issue is such pleasure. I would like to add my voice to all of those who would love to have you rerun his articles for the next several years. I am a really old geezer, born in 1928. Took up sailing with the Potter Yachters in 2000 when I bought *Sarah Anne*, a West Wight Potter 15. No rowing or boat building experience but lots of "pottering" around San Francisco Bay, the Sacramento, San Joaquin Delta, northern California lakes and fall trips to the Puget Sound area. Each of your issues is a treat and a pleasure, thanks for hanging in there.

Don Person, Pleasanton, CA

### This Magazine...

#### About Late Deliveries

The postmaster in our local post office said that, generally speaking, due to the corona pandemic the USPS staffing level is 70-80% of what is scheduled and their parcel volume is at Christmas levels. That probably explains what's going on with late deliveries of *MAIB*.

Jean Wallace, Mailing and Data Support Specialist, Echo Communications/AccuMail, New London, NH

## Cutting Edge Craftsmanship

### Story by Benjamin Lerner

Photography Courtesy  
Adirondack Guideboat  
Reprinted from *Vermont Magazine*



At the time, the road systems in the Adirondacks were underdeveloped and the mountain roads that did exist were treacherous, unpaved and ill suited for travel by horse and carriage. Boats played a crucial role in the transportation networks within the

Adirondack region. More than a century later the owners of Adirondack Guideboat in Ferrisburgh, Vermont, are continuing the legacy of utilitarian boat craftsmanship. They have taken full advantage of present day technological advances to maximize production, and they successfully adapted to contemporary challenges as the leisure boating industry continues to evolve.

With more than 40 years of combined boat building experience, Adirondack Guideboat's owners Ian and Justin Martin have developed an innovative way to integrate traditional boatmaking techniques with modern production procedures and equipment. In doing so they've created a hybrid of old and new build methods, resulting in a product that is both strikingly beautiful and durable for years to come.

Ian and Justin got their start in the boat-making industry working at Mad River Canoe in Waitsfield, Vermont, after graduating high school. The Martin brothers were intrigued by learning a skilled trade and working with their hands. They worked hard, demonstrated initiative and quickly rose through the ranks of the company. According to Justin, by the age of 19 they were department heads on the production floor of Mad River Canoe's facility. During their time at Mad River Canoe they became experts at fast paced boat pro-



duction using Royalex vinyl composite materials. When Mad River Canoe moved down to North Carolina they offered the Martin brothers a job at their new location but, after careful consideration, the brothers turned it down to stay in Vermont and to keep doing what they loved in their home state.

After leaving Mad River Canoe in 2001, Ian and Justin began working at Adirondack Guideboat where they apprenticed under former owners Steve Kaulback and David Rosen. Here they learned the intricacies and subtleties of wooden boatmaking and transitioned from the fast paced production of composite boats to the slower pace of the pair's Adirondack Guideboat operation. The Martin brothers took this time to strengthen their boat building skills, learning crucial nuances of the craft and refining their wood-working abilities. Eleven years later, in 2012, David Rosen sold the company to Justin and Ian, one year after Steve Kaulback stepped away. The Martin brothers grabbed the reins with enthusiasm.



Ian and Justin Martin.

Ian and Justin pride themselves on the versatility and efficiency of their boatmaking process. When they first started at Adirondack Guideboat, Justin recalls, "There were less than 100 synthetic Kevlar boats made per year. Since then we've greatly increased those production numbers to more than 300 during our biggest year to date. We used to just focus on composite boat building at Mad River Canoe, but working here at Adirondack Guideboat, and now owning the business, has certainly made it so that we've gotten to know it all. We've probably built 50 to 60 wooden boats now, as well as more than 3,500 Kevlar boats."

To construct their Kevlar boats, the brothers begin by building the hull in a custom built boat mold. First, the sides of the mold are cleaned to prevent damage to the hull, they then dry fit a 6oz fiberglass cloth into the mold and hand roll a pigmented polyester resin evenly into the cloth. The resin soaks through the porous fiberglass cloth where the smooth surface of the mold gives it a bold and lustrous finish as it hardens overnight, forming the shape of the hull. After the initial polyester resin skin coat, two layers of Kevlar are applied, as well as structural pieces, adding strength and durability to the boat frame. When the skin coat and Kevlar dry, flotation tanks and seat risers are added in and the interior is finished with a gel coat.

After a total of three days in the mold the boat is ready to be taken out. Using a pressurized air hose and padded vice grips, they deftly work the boat free from the mold without damaging it. Next, they use clamps and epoxy glue to attach wooden reinforcing edges to the sides and ends of the boat.

They then add wooden floorboards, seat bases and seat backs. The hull and protective skid-plates on the bottom of the boat are coated with an additional black gel coat and the boatmaking process is then complete.

The most popular boat made by the Martin brothers is the "Dory," a sturdy and comfortable 14' long model that provides a smooth and stable ride. Modeled after the original wooden guideboats, they also make a 15' traditional Adirondack style guideboat. Even lighter, for solo adventures, is their 12', 37lb pack boat.

While the Martin brothers have successfully expanded Adirondack Guideboat's Kevlar boat operation to keep up with increasing demand, they have also perfected and streamlined their wooden boat building process. The 400 hour process begins with the structure, which they build upside down on special workshop frames using wooden parts that are custom cut in their workshop. According to Ian, "We start with the pine bottom board at the center of the frame and then add curved ribs made of spruce wood on the side to form the boat's structure. The ribs are curved through a process of steam bending, where heated water vapor is used to soften the pieces and bend them. This creates the form for the shape of the boat."

They then add the spruce wood stem of the boat on the front end. Once the structure of the boat is complete, the sides are filled in with long western cedar wood strips, which are added piece by piece with nearly 700 screws and layers of epoxy adhesive in between.

Once the sides are set, the finish work begins. The gunwales are connected around the edges to reinforce the boat and the seats are added in. The process of sanding and varnishing begins, giving the boats a magically brilliant luster and gloss. Once finished, each boat is coated with a thin protective layer of fiberglass which increases the fortitude and longevity of the hull. Justin and Ian are quick to admit that they are not practitioners of the entirely "traditional" Adirondack guideboat method that eschews all modern synthetic materials in favor of a more natural approach. They take pride in delivering a top quality product to the customer that uses modern compounds in its construction for fortification purposes. In the spirit of sharing the joy of wooden boat building, the Martins have also started selling do it yourself kits for those who want to take on the project at home. It's an opportunity for customers to take part in the boat building process and offers them a deep sense of connection to the finished product.

Rowing on Otter Creek in Vergennes.



For approximately a quarter of the price a customer can get the unassembled raw materials, and for roughly half the price clients can get a partially assembled boat and do the finishing touches themselves. The kits come with detailed written instructions on how to build and care for your boat, as well as access to priceless technical support from Ian and Justin themselves. As Justin puts it, "Building these boats is a tough and complicated process. Anyone who buys a kit can call us whenever they need help. If it's a Sunday night and they just glued something up and think they messed up big time, they can call us, and we can tell them what to do."

Justin and Ian have already found repeat customers for the do it yourself boatmaking kits, including one customer in Rochester who Justin says is building one for each of his grandchildren. "It's something that he wants to leave for them that they can have forever, an heirloom that he himself put 300 hours into," he explains.

The brothers feel a sense of connection to their products and a responsibility to their customers, often embarking on cross country journeys to deliver boats. They bring with them sample boats for others to try out at stops along the way. Adirondack Guideboat also has a loyal following on social media. Justin explains, "We send out emails and post on social media to notify people where we'll be traveling. We give them the option to come and test drive the boats and we go out of our way to make it happen. When we go on a delivery run to Florida, if we send out an email and a customer replies and says they're on the way in Georgia and that they want to try one of our boats, even if that customer is not sure that they are going to buy one, we'll still stop as close as we can to let them try one out."

Just as the original game guide pilots of the 19th century shared the joy of the area's lakes with visitors, Ian and Justin Martin work long hours to create an enjoyable boating experience for all of their clients. With every carefully laid piece of wood and every dab of polyester resin applied they are not only building a boat, they are also building a bridge from the past to the future. The Martin brothers have given a storied boatmaking tradition new life in the present day, pushing the craft forward and preserving its legacy for generations to come.

#### More Information

Adirondack Guideboat  
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North Ferrisburgh, VT 05473  
802-425-3926  
adirondack-guide-boat.com  
@adirondackguideboat

Little did I think, when I wandered through the exhibit hall at Quiet Adventures Symposium (up until this year, Quiet Waters Symposium) last February, that the goofy looking, raggedy haired old guy (yeah, a bit younger than me, and Andy Linn is wondering “who is John calling goofy looking?”) was, in fact, a canoeing and camping legend?! To call Kevin Callan unassuming is to damn the man with faint praise. The man really is famous among Canadian canoeists, wilderness trekkers and lovers of the outdoors.

Usually a self published book is a vanity affair, although I have read and reviewed some exceptionally good self published books from among all the dreck. In Kevin’s case it is post modern marketing at work, the man is his own brand, as it were. Kevin is most famous for the bestselling *The Happy Camper* and for a whole series of canoe tripping guides now running to 18 books, all still in print, and they are a must have among Canadian canoeists. He’s won awards for his magazine writing and his YouTube channels “Kevin Callan and KCHappy Camper” have over 500 videos total and several thousands of subscribers. He also holds down a day job teaching environmental and outdoor studies at the Canadian equivalent of a community college near Peterborough, Ontario, Canada’s self proclaimed canoe capitol. His motto on *The Happy Camper* is “Making the Outdoors Fun, One Misadventure at a Time.”

This is kind of a long way around introducing Kevin’s latest book, *Once Around Algonquin*. It is supposed to be just another story about a canoe trip with Andy Baxter, Kevin’s regular canoe trekking mate, but there is a catch. First Kevin and Andy had just turned 50 when they decided on this trip (I can’t pontificate against doing crazy things as you slip from middle age to geezerhood, I spent my 56th birthday in Iraq and my 57th in Afghanistan, but that’s a different story) and second they were going to do The Meanest Link. “It’s not a normal canoe trip, it’s a pretty serious thing,” states an expert from Algonquin Outfitters. “No one who has done the full trip has done it twice and no one seems to want to. I wonder about that.”

The Meanest Link is a loop through Algonquin Provincial Park, Ontario, Canada, that consists of 350 km (218 miles), six rivers, three upstream and three downstream, 93 portages totaling 68 km (42 miles), but only if you make the portages in one trip. Pack heavy (and need two trips) and that distance triples to get your gear and boat to the next waters. It isn’t supposed to be a race but it has turned into the Marathon of Canadian canoeing with pairs vying for the fastest time. I say pairs because to be considered to have done

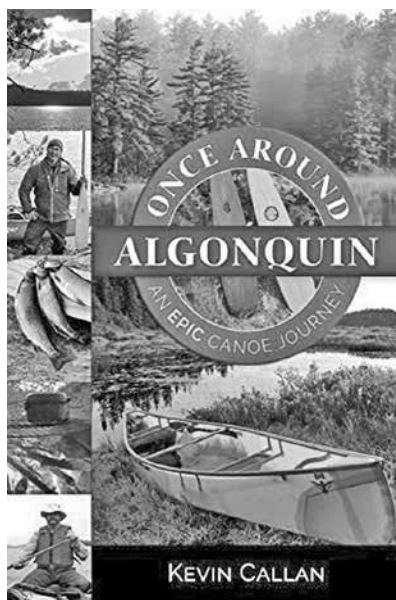


## Book Review

### *Once Around Algonquin An Epic Canoe Journey*

By Kevin Callan  
Kevin Callan Books  
Bridgenorth, ONT, Canada, 2019

Reviewed by John Nystrom



the whole thing for record you have to follow the rules, one of which is no solo trip, its just too unsafe to attempt it.

That causes problems for Kevin and Andy later as they decide during planning that they aren’t going to follow the rules. For one, they aren’t going to get anywhere near the record, they are taking 20 days and are going to have fun (if you can have fun on an endurance meat grinder like this one, think Texas 200). They are going to pack light so just one trip along each portage. This requires supply drops in four locations along the route, performed by the folks at Algonquin Outfitters (you hear a lot about AO throughout the book as the route was developed by Alex Hurley and Gord Baker of Algonquin Outfitters in 2004 and links the four widely spread AO stores in and around the park area.

Turns out, since Kevin is a personality among Canadian canoers, uploading stories and pictures as he travels via sat link, and on this trip he was even interviewed by sat phone by CBC Radio. Someone objected to his not doing the Link the “right” way, in a wood and canvas canoe, as quickly as possible and no food cached along the way, so they stole his whiskey out of the resupply to punish him and labeled Callan “Lucifer of Algonquin” in an email. Elitist jackasses exist in every human endeavor, even in Canada, but Canadian goodwill prevails in the end and people all along the way for the rest of the trip ensured that Kevin and Andy had adequate (over?) supply for the requisite spirits.

If this were just the facts about a tough trip, no one would read Kevin’s books, so what do you get in *Once Around Algonquin*? For one, Algonquin holds a place in Canadian hearts like that of Yosemite or the Appalachian Trail for Americans. It is not only one of Canada’s oldest wilderness parks, it is an urban park only a few hours drive from millions of people. Like Yosemite, the campgrounds and features that are near roads are well used, but get away from motor transportation and one of the most incredible wilderness areas on earth awaits. Yes, Canadians love Algonquin like Californians love Yosemite.

In only a bit over 150 pages, Kevin covers park history highlights, characters who have made their marks on the park, or rather had the land and the park make its mark on them, camping and canoeing ethics, how to, how not to, route highlights and locations. This isn’t so much a travel guide as it is an epic love poem without the overwrought versifying. Chapters are short easy reads and funny in a way not too dry, but not too slapstick. The book is about Kevin’s love of Algonquin Park and philosophy of canoe trekking and wilderness itself.

## Part 1

On Wednesday, June 20, 1979, while sailing in a qualifying race for the OSTAR (Observer Single Handed Transatlantic Race, originally named after its first sponsor, the *British Observer* newspaper), Jan Gougeon's self designed and built 31' trimaran *Flicka* was capsized by heavy seas in the North Atlantic. Jan survived on the overturned plywood/epoxy multihull for four days before he was rescued by a passing freighter. The following is the transcript of a phone call between Jan, his brothers Meade and Joel, as well as fellow multihull designer/sailor Mike Zuteck. Their discussion takes place on June 26, 1979, just hours after the freighter that rescued Jan from *Flicka* delivered him to dry land. *Flicka* was never recovered.

We've divided their lengthy discussion into two parts. In this first installment, Jan discusses *Flicka's* capsize, what it was like surviving in the upside down trimaran.

**Jan Gougeon:** The wind is shifting around to the northeast so I figure if I can make good enough time I can get across the Gulf Stream before the northeast wind. Absolutely, if it is blowing strong out of the NE you just don't go across the Gulf Stream. It's that bad.

So Wednesday morning after I got my sun sights... going there was really a hassle but on the way back, man, I had the sun sights right. I was really gung ho on the navigation thing. I was getting close to the Gulf Stream and it was getting pretty late and the wind was picking up strength. I decided I wouldn't sail across and instead I would hove to.

I was hove to and playing around with letting the boat lay beam to the sea. That was absolutely treacherous. A trimaran, one thing it can't do is lay beam to the sea in any condition. It absolutely can't do that.

**Meade Gougeon:** What was happening?

**Jan:** OK, here's what the deal is when you lay a beam to the sea, as the wave comes it picks up the center hull and the outrigger. There is no weight on the outrigger but you are heeling 50° instantly. That's the flow of the trimaran, you can't be beam to sea, you've got to be nose to. Right away I said, huh, I can't be beam to cause I'm going to tip over instantly. So I put the main[sail] up and put two reefs in the main and took all the headsail off and the two reefs in the main. I tied the tiller over.

It was absolutely perfectly sitting there. And then I went down below and made something to eat and the boat almost tacked on me. So I said, boy, if it ever tacked on me, it would bear off on the other tack and go roaring off downwind and tip over on the other tack. I took the ties off the tiller and I let the tiller go stop to stop. It still stayed beautifully head to wind. It was sitting there like a duck on a pond. The motion was so comfortable and everything.

All of a sudden the sun came out so I ran down below, grabbed my sextant, got up there and took a sight. I was working out the sun sight down below and all of a sudden a wave a little bigger than the rest came along and broke just as it got under the boat. I mean, it flipped me over so fast that there was no... the centrifugal force was so great that it would be like the Loop-O-Plane [carnival ride]. You're standing on the bottom of the boat looking down at the water but you are not falling down yet, you know what I mean? In other words, the boat isn't using its outrigger at all.

# Surviving *Flicka's* Capsize

Reprinted from *Epoxyworks*  
Newsletter of Gougeon Brothers



The proa is the way to go. Absolutely, it is the way to go. I've got this neat boat all dreamed up already. I'll show you when I get home. It's self rescuing, self righting, won't sink and you can get out of it. It's got all the answers to everything in this multihull thing.

Anyway, the trimaran, no one has figured out the answer until now. No one has said why they tip over. I absolutely know why they tip over. I can make a little model and a diagram and show you instantly why they're absolutely treacherous if you leave them beam to sea. Absolutely treacherous.

Now, the next thing is, what you do right now, is look up in the catalog for *Adagio* and you order one of the handheld VHF radios. You do it today, don't wait until tomorrow. You do it today. You don't buy any flares. You take all the flares you own and throw them in the Saginaw River. Take all the smoke signals and throw them in the Saginaw River. Take all that space [the flares used] and put radios there. Radios are the only thing that work.



*Adagio* one of *Flicka's* contemporaries, sailing in the Gougeon Brothers' multihull regatta in 2019.

Get this little handheld VHF radio and build a little plywood box that it goes in. The top of the box is glued right in there with  $\frac{1}{16}$ " birch plywood and it is tied in the boat somewhere so it stays dry. All that happens now, if you ever flip over or anything, just take your jackknife and cut the top off, take out this little VHF radio and you can talk to the ships. I actually shot a flare so close I thought I was going to burn the ship

up. It didn't see me. The only flare to get are the parachute flares. If you're going to have flares, have parachute flares.

**Meade:** So, how did you finally get hold of this guy?

**Jan:** OK, Gram [the Gougeons' maternal grandmother, Olive Delong] is up there. You got to believe that she's there. It's the only way. This ship was further away than the rest and the ships sailing along. By this time, I decided that the only way anyone is ever going to see me is I'm going to build big piles of stuff on my boat. So I started dismantling the boat and putting it all on the bottom. There is stuff stuck all over, foul weather gear flying off, little shrouds. I'm working so hard building all this stuff on the bottom of the boat that I don't...

**Meade:** OK, is it rough now or what?

**Jan:** Oh, it was blowing 24 knots. The seas are crashing right over the boat. You can't even imagine what it's like to build this stuff.

**Joel Gougeon:** How did you hang onto it?

**Jan:** It was just, you know, bare guts and, you know. When it's your life, it gives you a great amount of strength.

**Meade:** Have you got lines strung around the boat?

**Jan:** No, you can't do any of that. You're just lucky to even hang onto the boat. So anyway, it took me one day. When the boat tipped over the mast imploded and then came up to leeward and busted one of the trampoline boards, so I used that as a spar. It took me the better part of a day to erect that with three ropes. You can imagine what it was like. I finally got that thing up. I also took the speedo[meter] tube out and I put my man overboard pole in the speedo tube, see, with a flag flying.

I saved three lights and I immediately took them in the cabin and took them all apart. I silicone greased everything. I saved my silicone grease. Of all the lights, I had actually three good working lights.

**Joel:** Did you have to dive underwater to get in your cabin?

**Jan:** No. I was inside when I tipped over, see, so I had to cut my way out. I didn't want to dive out because there was so much stuff crashing around underneath the boat I was afraid that something would stab me or something underneath there. So I cut a hole in the back bunk that I could [use to] get out onto the boat.

**Joel:** So you had a handy saw or something there, hey?

**Jan:** I had my toolbox in there. Rip open the toolbox and there's anything you need. So I took a chisel and a winch handle on the bottom of the boat through the  $\frac{3}{4}$ " plywood and I cut a nice hole that I could get in and out of. Once I had that, I no longer had to actually get in the water for anything anymore as far as the lookout thing. The only time I ever got in the water was to rig stuff.

**Meade:** OK, are you in the Gulf Stream now, is it warm?

**Jan:** No, actually I'm not in the Gulf Stream but it's still warm. I think I was in the Gulf Stream, on the fringes of it, when I tipped over. But the wind blew me out of it and then miraculously enough the wind blew me back. When they picked me up four days later I was almost in the same position as when I tipped over.

The interesting thing is that I'm tipped over, right? And they pick me up and as I get up on the bridge, there's these two lit-

tle spars moving along up ahead of us. He's five miles away and it's *Azulao*, Nick Clifton and *Azulao*. I talked to him on the telephone and stuff. He had spent a couple of days with me in Bermuda working on my self steering and helping me to do stuff and figure out how to make it steer better and all this neat stuff. He was very understanding. He had great amounts of grief that I had lost my boat and everything.



*Flicka* was built in the Gougeon Brothers boatshop on the Saginaw River in Bay City, Michigan.

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**Meade:** In other words, you talked with him on the telephone?

**Jan:** Yeah, I talked with him on the radio.

**Meade:** When you were upside down?

**Jan:** I was on the ship.

**Meade:** Oh, you were on the ship. OK. Oh, I see. All right.

**Jan:** It was right after I got rescued. I mean, I'm still watching my boat disappear, dying slowly in the wake.

**Joel:** Did it sink or is it still out there floating?

**Jan:** Oh, it's still floating around. The cabin, the problem is the rear window, plastic window, was leaking pretty bad. I had boards jammed up against it to slow it down, so probably by now that back compartment is flooded and it's gone down. I had to bail it out like once in the morning and once at night, that one compartment.

**Meade:** What compartment is this now?

**Jan:** Well, where the window is in the back bunk, I had a hanging locker there. That [provided] great amounts of buoyancy to keep the stern up. But it would leak, oh, maybe 15 gallons of water a night.

**Meade:** Did you... Actually were you able to sleep very well during the four days?

**Jan:** Well, I was comfortable but I didn't spend much time sleeping because I'd go to sleep for a few minutes and then I'd get up and watch, the only chance to see something. If you went to sleep for 15 minutes a freighter would come steaming right by. I'll tell you the real scary thing is how many freighters there are. Unbelievable amounts of ships cruising around out there. I mean, the chances of getting run down while you're single handing...

**Joel:** How many flares did you fire? You fired every flare you had?

**Jan:** Yeah, I used them all up on the ships that came first and they were all gone. [I] threw the flare gun away. I had two fire extinguishers. The first one, I used that up and then I dove underneath and got the next fire extinguisher. When the ship came I was getting ready to get my propane tank. I was going to rig up, you know, a fire thing with the propane tank because I had lots of propane. Figuring I could get some of the... I had some sea boots laying around and stuff. I could hang something and get a black, smoky thing burning to attract attention.

**Mike Zuteck:** Well, what do you reckon it is, [the freighters] don't have guys on watch? You mean they're just not watching?

**Jan:** Yeah, they're not watching. This one ship, the first officer was actually up and he saw me. He was further away than most of the other ships and he saw me.

**Meade:** So this was a big tanker that picked you up?

**Jan:** Pretty good size, an old one but a big one. I ate more in two days there. It's like Grandma DeLong feeding you. They're not happy unless you eat five times as much as you possibly can shovel down. You're so full you're begging to get out of there and they bring you another course. They bring you steak, fish and potatoes, and more fish, and ice cream.

**Meade:** You must have been pretty whipped though by the time they picked you up.

**Jan:** Actually, I was doing pretty good. I was pacing myself. I was concentrating on all the survival stuff and everything. I mean, I had the boat. Once I'd gotten the hole in the boat I was in danger if the wind shifted. The

rig was acting as a sea anchor, keeping one side of the boat beam to the seas. If the boat were all of a sudden to drift around somehow, water would be coming in the hole that I cut to get out. So I built a shutter for it that I could open up during the day to ventilate the cabin. The first day, of course, I got everything soaking wet back there getting in and out of there and stuff.

**Meade:** In other words, your mast was kind of dragging on the shrouds out there?

**Jan:** Yeah, right. I cut the one shroud loose so that the thing would get far enough away from the boat not to bang and crash.

**Meade:** Yeah, right.

**Jan:** After the first couple of days, the mainsail was gone, but the headsail was still streaming out there with the backstay to hold [the mast] at the right angle to where the boat drifted, about perfectly. I saved all my money, and passport, and travelers checks, and everything. I've got everything, all my papers, my wallet, keys, all that stuff. I've still got them, miraculously enough.

I decided my next boat not only has to be self rescuing and self righting and go fast, but it has to be trailed behind my Honda. So the displacement of the boat with no food or crew has got to be about 600 pounds. Wait until you see this thing I dreamed up.

**Joel:** When did you get off the ship? Just a few minutes ago?

**Jan:** Oh, it was about 12 o'clock today. But I was going through Customs and Immigration and they might, they still have the Search and Rescue [alert] from New York. It's got some urgent message for me but I haven't been able to actually get the message yet. So there is the slight possibility that I might get my boat back but it's about a thousand to one odds.

**Joel:** They didn't have a boom or anything so they could haul aboard any of your other stuff? Sextants and all that?

**Jan:** No, they couldn't. They had to come and get me in a lifeboat. It was too rough, you know.

**Joel:** So you lost everything besides your wallet?

**Jan:** I saved my sextant and I saved [now retired GBI tech advisor] Jim Derck's compass and his foul weather gear. Right. The most tragic and the most heartbreaking thing though is to stand on the bridge of a freighter and watch your beloved piece of work drift away behind you and know that pretty soon it's going to be sunk and gone and all that.

## Editor's Note

In Part II, Jan goes on to discuss the failure of his EPIRB unit, what he learned from surviving *Flicka's* capsizing, and his conviction that all multihulls should be self rescuing.

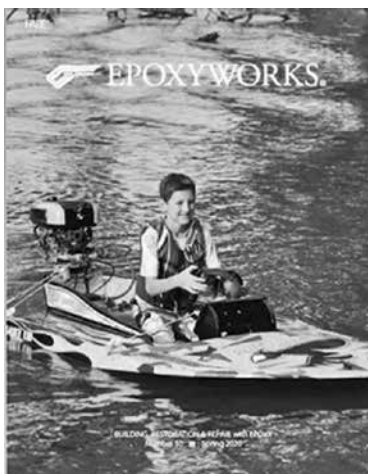
## Notes

Proa: A boat with a single outrigger/ama.

*Adagio:* Meade's 35' trimaran, designed and built by Meade and Jan Gougeon in 1969. It is still competitively racing on the Great Lakes.

*Azulao:* In 1977 Nick Clifton capsized his trimaran *Azulao* and drifted in the Atlantic Ocean in a life raft for three days before being picked up by a freighter. His boat eventually washed ashore in England. It's unclear whether Jan is referencing the *Azulao* that had previously capsized or Clifton's later Dick Newick designed *Azulao II*.





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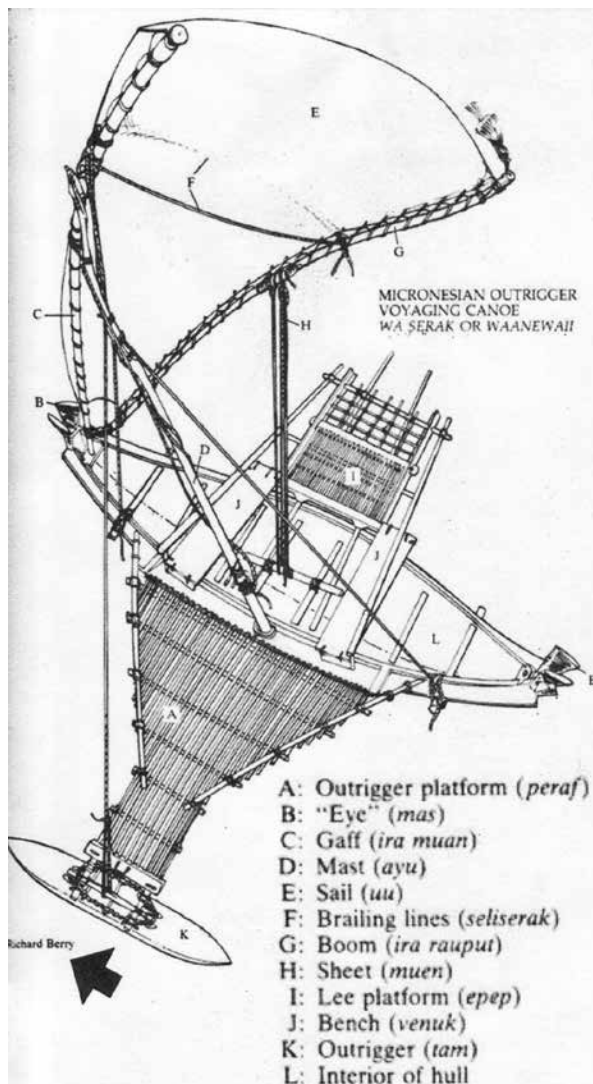
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# Speaking of Multihulls...

From Irwin Schuster

Irwin Schuster shares many of his illustrations of small craft design with us periodically (see page 51) as well as pages from the monthly newsletter *Ship's Log* (see page 52) that he edits and publishes for his Florida model ship group. He sometimes serves up stuff garnered from elsewhere germane to ship modeling. Herewith is one that caught our attention that seemed appropriate to follow up Meade Gougeon's report on capsizing his trimaran. Interesting looking craft of the multihull genre even with possible flaws spotted by Irwin.



### Your Sec/Ed on this Micronesian Voyaging Canoe:

This sent to me via Pinterest.

NOTE: This purports to be a voyaging canoe.

- It got no structure to the K-Outrigger (tam)
- It got no house! They gonna get a bad sun-burn!

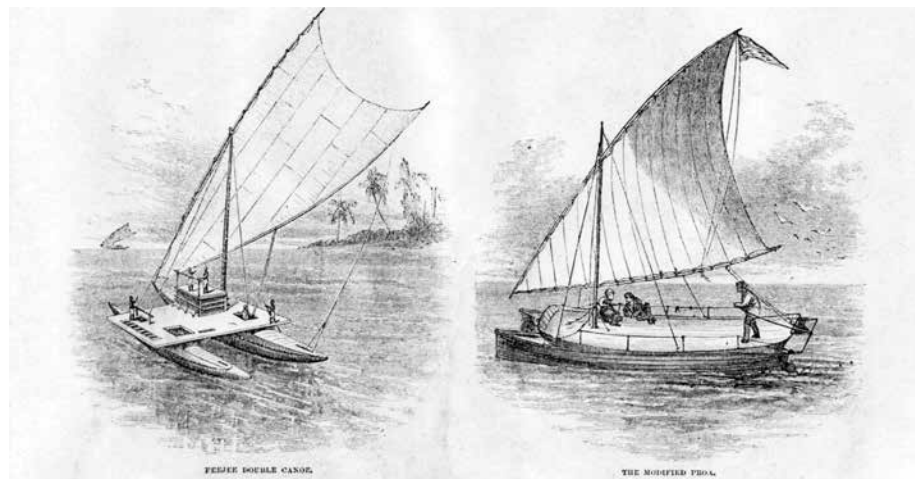
I conclude Rich Berry is a good artist, working with bum dope.

But, there it is on the www, so it gotta be true(?)

This by the "Virtual Canoe Project." Unfortunately for the historical record, I cannot find a way to contact these folks and question them or chide them for misinformation.

Incidentally, this demonstrates the difference between art and technical illustration. Just one more warning...

...and since we're on this subject, I've been wanting to run these two drawings for some time!



## Something Different

I was looking out the kitchen window and noticing that for the first morning in weeks, something was different. Same old coffee pot, same old list of stuff I gotta do. Then I figured it out. It WASN'T raining. Of course, the lawn and the weeds didn't much slow down and *Lady Bug* was still parked where I put her months ago when we suddenly weren't going to join a hundred other small ragboats on the Salish-100 group cruise from Olympia to Port Townsend.



Her rudder still needs painting. Heck, her whole self still needs painting. In fact, that whole brilliant scheme to make that rudder like what the Cool Kids buy from that outfit in Boise hasn't even gotten tried in actual combat. Nope. We just sort of rolled up in a small little ball and hunkered down. Still are.

I can pretty much go peek out any window I want to while I was wondering if I should put *LB* back in the shop for the rest of her winter overhaul. While I was sorta putting the TODO board back up for grabs and wondering who was gonna deal with that lawn and those weeds, I noticed something else.

*Walkabout* had gotten hooked up to *Big Red*. When I went out to check on things I noticed that it might not even rain all day, that *Walkabout* was gassed up with another deep cycle Group 27 battery up forward, the mess from drilling holes and running wires cleaned up and even a few clean T-shirts in the linen locker. Well, I got to wondering. Mebbe the day wasn't such a good mowing or weeding or painting day. Mebbe it was more of a goin' places day.



## Getting Out There

It's been at least two years, as many boats and two separate iterations of each, since we were here. Dunno quite why. Mebbe it's the wiggly mountain road. On the way over we had just passed the earthly remains of a 'toonboat crumpled on, around and over a guardrail where there was a sheriff's truck displaying more lights than *Mr. Brogans* can muster, almost, and a fire truck and folks clearing what looked like the back half of a load of cordwood and a tailgate. It's a wiggly road. Low water levels much of the year, perhaps. It's not really a lot farther away than

# The View from Almost Canada by Dan Rogers

some of our favorites. Might just be a matter of "saving something for later." Lately that's a question in its own right. If there's gonna be a "later."

The excuse for this trip was to scout out beaches and anchorages for bringing some other boats along a "bit later" in the summer. For that matter, it was already the middle of June and within the past week there'd been freezing overnight, torrential rains and even snow. So if the world wasn't a pretty uncertain place otherwise, Jamie and I are taking our own advice, "take each and every opportunity for we may never pass this way again." So here we are.

Just north of the Gifford launch ramp, in a delightful little cove, even more delightful when the water level is up, is Summer Pool. We were the only boat in here so let's call it just fine for our needs. I've been tweedle-farting around with boat and motors and trailer for several weeks until I don't even remember what was the big damn deal. I suppose we have gas and food for two or three days. That is only enough time and range enough to cover a small part of this big lake. I'll wager there is over 500 miles of shoreline on the pond Franklin D. Roosevelt got named after him.

Granted it was really about the dam, Grand Coulee. In those days FDR was trying just about anything to lift the country out of that particular financial crash and ensuing black time. Dunno what anybody can do about our current one. But the ghosts around this place have been speaking most loudly and discordantly to me all day. That dam had a big role in winning the war that brought to an end of those 15 years of the Great Depression. You can't make airplanes without aluminum sheets and there's no aluminum without prodigious amounts of electricity. Nope. FDR prolly didn't plan for me to have a place to anchor for the night but we toasted him nonetheless.

Speaking of ghosts, it was that last summer, between boy 'n man, the sort of event only obvious in hindsight. High school starts and a driver's license comes soon after at the stroke of 16. That "last summer of innocence" included a canoe trip with two other guys from Trail, British Columbia, up where the Columbia is still a river, down to Kettle Falls, where the Columbia is a lake. From my undocumented memory it turned out OK, other than when those two guys capsized and all their gear was floating in the rapids, and mebbe when we discovered that if we built a campfire on an asphalt road it would catch fire and burn rather startlingly.

It hadn't been much more than 20 years since that valley had been flooded, maybe less considering water level fluctuations and the absence of today's series of impoundments. We paddled OVER farm fields and roads. The fence lines were still in place and a paved road wound from side to side, occasionally surfaced into the air and back.

It does make me wonder what else FDR told 'em to cover over and get on with the process of making electricity and war.

Back to the present. We're tucked in for the night, cabin heater is taking the June chill off, George Strait is complaining about how he can't go home to Texas, Jamie has staked out his spot right in the middle of "our" sleeping bag and, it would appear, the whole rest of the world was off someplace else. Guess the best plan for tomorrow was not to have one.

Day two. Most would agree there is no "cure" for Type A behavior, no palliative treatments. And if there was, our recidivist nature would defy most efforts to change. Jamie did try and, when I was up and pacing around at zero four, he did his best to demonstrate snow angels. I did try it, until about zero five.

We didn't bring any drills or hammers or extra wire or even any plywood scraps or 'pox neither. Furthermore, we didn't have anywhere we had to get to today, nor anybody who would care if we didn't. So we headed out.

Last night was in the Cloverleaf swimmin' hole. There was even a small family group out pretending to swim. This water was in a snow field above Jim's boatshop in Montana just weeks ago and hadn't warmed up much since. We were out looking for beaches and swimmin' holes just in case somebody follows us back here later. That's how we found our way back to someplace Jamie and I have been before, the steep sided cove opening from the mouth of Stranger Creek. Last visit, a young man showed up packing a side-arm and a fishing pole. His mission was to catch one of the bounty species. Pike, I think it was.

This time we had the place to ourselves. The highway crosses the creek close aboard. I anchored in the mouth of Stranger Creek near the highway. The occasionally passing car or logging truck seemed to offer just a hint of companionship. As important as it is, social distancing plainly sucks.

After studying on the chart, taking a couple of hikes ashore and generally fidgeting, I pulled the hook and headed across to the tribal side. Upstream from the Inchilleum ferry are several deep crenellations worth checking out. Hall Creek winds its way back into the hills but runs very steep sided. Deep to anchor and the beach camping is fit for a Big Horn.

Next stop I marked as "Jamie's Cove" on the paper chart at some time. If I schlepped *Miss Kathleen* back in there, it was at higher water. *Walkabout* can turn around. Just. We did something kinda fancy. With a following wind, I dropped the bow hook and overrode it. We pirouetted around and fetched up with just enough swinging room to ride the figure eight without thumping the canyon walls. The sort of thing that is best not done publicly, unless it works, that is. Jamie gave me high marks.

I've been fretting a bit. *Rudie* has been coughing up hairballs and hard starting. So we turned around and are operating within about 10-15 miles of the ramp. I may have run afoul of Officialdom, dunno about that one yet.

When we got to the ramp then there were a few trucks and trailers parked, but really nothing going on there. I backed in, launched and put *Big Red* and *Mr. Brogans* in a parking stall off to the side. Jamie and I stopped at the pay kiosk. The normal allotment of envelopes and instructions were in their normal places. I filled one in, added my Senior pass number and moved on to that Fort Knox looking paybox. The top was missing,

exposing a complex (anti theft?) maze of baffles. But no top. That's when I saw the sign. It seems I had to have an iPhone and a credit card to go wilderness camping these days. I looked at my not real -smart phone and didn't have any "bars." C'mon guys, huh?

So anyhow, dunno what sort of retribution I'll get for leaving my pay envelope on the dash with the best of intentions to either send it or have somebody younger than I am, help me figure out how to pay by phone. A rotten thing to discover after driving 75 miles of wiggly mountain roads. Time to see if I can get us outa this narrow defile with requisite aplomb.

We wandered our way back to the ramp to see what mischief we might have caused. Just as we pulled into the dock at least three Park Service vehicles were also arriving. It looked like some sort of deputization without obvious cause. To make matters curiouseer, they parked on both sides of *Big Red*. I decided to play the Pathetic Card.

I already had my knee boots and shorts on, pretty stylish. I grabbed Jamie up under one arm and made a beeline for the accumulated officialdom. One of the uniformed officers sported a flak vest and nine mil in holster. The rest of 'em appeared to be

young enough to understand paying for wilderness camping by cell phone and credit card. I blurted out, "can you guys take my pay envelope?" After a few backs and forths it became clear that their mission had other parameters when the guy with the gun said, "Oh, that, we advertised it on Facebook but I suppose you can mail it to the district headquarters, if it's important to you. I don't think we are even collecting fees right now." And so much for that disquiet. Jamie and I turned on my rubber heel and got *Walkabout* back underway.

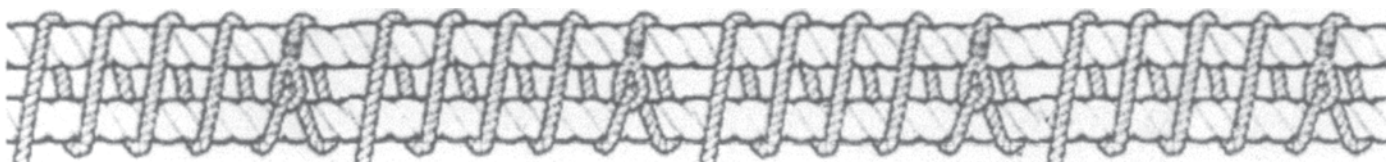
We anchored under a short course in geology, up a stream named Nez Perce Creek. The creek cuts deeply into the Colville Indian Rez. The Nez Perce, who once controlled vast chunks of Washington, Oregon, Idaho and hunted buffalo in Montana, live about 150 miles south of here, in Lapwai. So Jamie and I have been studying umpteen centuries of windblown loess on top of millennia of sedimentary accretions all sliced cleanly in a recent winter avalanche. Not all that slowly this massive lake is silting in and leveling itself with mud. But I'm quite sure ol' Franklin had other things to worry about when he told 'em to go out in the desert and build him a lake. Guess we'll spend the night under our tableau. The swallows are beginning to exca-

vate their nest caves. The search for view property is universal.

Not surprisingly, we woke to a drizzle, fog and generally dismal scene. Except for those of us travelling by roofboat, anyhow. The Synthetic Norwegian had suggested today's temps and precip were not going to bring out the jetski crowd. He was right. Then a huge surprise.

It was Saturday, June 13, fergawd-sakes. I kinda figured the ramp would be pretty busy with weekenders, fishermen, at least. I wasn't quite prepared for what we did encounter. Not another boat, truck, trailer or two-legged mammal anyplace. We didn't even see another car until we had climbed our way up to Hunters and made the turn onto the Springdale highway.

Speaking of Springdale, this is a good place to round out this story. I no doubt told you about this place, the one that I stopped at 15 years ago. *Big Ole*, my peripatetic Chevy van, *Quigley* the trailer and *Lady Bug*, my then faded orange sailboat, all with California plates and CF numbers. The one where the waitress didn't want to wait on me because I was an obvious fer-in-errr. That's where we stopped for brunch and where we'll stop for now. Thanks for coming along.



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# Meandering the Texas Coast

By Michael Beebe

## Inspiration

Inspiration, as we know, comes to us from many a varied source and when we least expect it. This little tidbit is a two parter, a two parter because one of the subjects concerning the inspiration is, as well, a realist, he said, "We might not be around, we're kinda old, the two of us."

I met up with Ted on the internet. The younger of we two. Our introduction came via a gifted sailboat to me from 1,200 miles away on a different coast. Another friend, Roger, loaned me a sailing magazine, that in and of itself was no big deal, loaning it to me before he even read it, was.

In the for sale pages at the rear of the magazine was an ad for a mast, boom, yard, sail, rudder and tiller with other items thrown in the mix, all at an astoundingly low asking price. All fit exactly the same boat, a project boat that was gifted to me.

Contacting Ted, the seller on Florida's east coast, the relationship between us slowly morphed, hence, giving the reason for this article. The sale didn't go through. The problem did not lay on Ted's end, it was solely mine. I don't drive across country like I used to, so I needed someone to pick it up for me. The scams crawled out of the woodwork. The shipping companies wanted in on the deal at too high of a price. The deal fell through.

The phone/email/net went silent between myself and Ted. Meanwhile I had been putting the Cape Cod Catboat back together again. Skip, the fellow who gave me the catboat, dropped by to visit my backyard shop and one thing led to another, he had a friend in Florida who travels back and forth to Houston. Phone calls made and the deal is once again in the works.

An open line of communication between Ted and I started back up and now the inspiration began. Before we got too far, the go between driver backed out, the deal fell apart again, I had mailed Ted the cashier's check, he put it back in the mail. So as Ted and I are talking, he says, "Guess what I'm doing?"

Ends up Ted and his buddy are building a CLC dory nearby the condominiums in which they live. One of the two, I don't remember which one it was, secured a small workshop not too far from where they live. The area gives the two of them enough room on each side for tight working quarters and, of course, the boat project is longer than the workshop, no biggie, a blue tarp hung and fashioned to cover the portion sticking out 3'.

Here is our inspiration, yes, ours. Ted is 85, his buddy Hal is 90. Ted promised, and already has sent, photos of their work in progress. I certainly hope the second half of this missive covers the launching. But as Ted says, you never know, "We may not be around," but their gift of inspiration will certainly be.

## The Rain

The rain had been coming down all morning, well actually it started about 9am. It was coming down pretty hard. I was at the shop hoping to add a cleat to the canoe and bore a hole for the mast through the partial deck, nope, not today. So I called my brother and chatted for almost an hour, then I decided to go by the hardware store and get some

balsa sheets to make a model of the Pik-up Pram. All 11" of her, using an inch to a foot. At the hardware store the rain just wouldn't let up. It came down harder. Not having a plastic trash bag on hand to help keep the balsa dry, I just went on home.

After soup and a sandwich, reading through the build booklet on the Pik-up and scanning the plans some more, I grabbed a trash bag and went back to get the balsa. Things are that important at times. Also picked up two bags of popcorn for the wife while there as well. Points, get 'em when I can.

The rain had let up some and ended up I didn't even use the trash bag after all. Just a fair to middling sprinkle going on when going back to the house. Out in front of the middle school, near the house, were three young boys maybe 13 or 14 years of age. Out in the rain, wet to the bone, they had a plastic kayak sans paddle, taking turns in the water filled ditch out front of the school. Looked like fun. I'd a joined 'em if I didn't already have my project in mind. I did give them a thumbs up as I drove by.

## The First Half

The first half of the Texas 200 2020 went kinda like this from one point of view. That view would be mine so it very well may not be anywhere close to your experience. This year's version was brought to us by our uncle, I figured he'd be getting involved but never saw this coming. That uncle's name is Sam.

This year's venue had to be switched all around to a start and finish from one spot, Magnolia Beach. But then that changed when a group of souls decided to start at the traditional place of Port Mansfield. Good on 'em. Things changed somewhat again when others said they were leaving from Port O'Conner and finishing there as well. Three fellows on three Windriders(?) came through and continued north, another sailed past, not on a Windrider, sailed back by twice more, never did stop nor wave that I saw.

Bobby was coming from OKC and wanted to include Sunday Beach in his itinerary, so we set to do our thing as well. But that didn't work as planned. He had some last minute fixing to do on his ride and that changed Sunday's destination.

I decided to leave from Port O'Conner alone, do Sunday Beach, Army Hole and back home Tuesday to meet Bobby. That changed as well. Sunday morning saw me leaving Cove Harbour heading to Cedar Bayou. Light winds on the nose sent me the other direction. Ended up at Shamrock Island that Sunday night and Monday had me sailing back between several rain squalls, then anchored in the ship channel off to the side leading back to Port Aransas. Anchored for about an hour waiting for wind. When it did come it was light and again on the nose. I changed course and went back to Rockport.

Tuesday Bobby showed up and we launched at Cove Harbour thinking for Paul's Mott. We never made it there either. We did get some good sailing in.

Off it was then to Quarantine Shores, the only official camp of the week, the only mid week meeting place as well. The start and finish at Magnolia Beach was either a Fri-

day, Saturday or Sunday and return whenever, within the time frame given to get your vehicle and boat trailer out of the free parking.

Seeing some sailboats across on the tip of Mud Island, we left Quarantine and sailed to Mud. Quarantine Shores was picked as the mid week camp as appropriate for this day and age, and in early Texas it was used as just that when sick immigrants needed to be isolated.

There were about a dozen boats or so and I continued to meet people whose names now had faces, all nice guys. Wednesday several boats went off exploring, others went on to Quarantine Shores, Bobby and I went sailing for a short ride of maybe 40 minutes, then I took a hour and a half nap. Travis and his son went for a sail, Bobby had left again as well and Mud Island camp was left to me. I thought about going for a sail as well but the awning was still up, another boat was still on the beach, I went and sat under the sun shade. It was very nice and very quite. Soon the critters came out, crabs, bugs and other skirring things that all remain hidden amongst the commotions of people walking about and talking.

Tuesday night sitting around the campfire there on Mud Island, 'cepting no campfire, the talk gravitated towards the infamous Mexican virus named after one of their beers, it tastes better cold. The talk was light, a good thing, I kept my pennies in my pocket. One thing I did notice though as time progressed and included Quarantine Shores as well, there was a lot of fist bumping. With some there wasn't any of that. Still yet there were the good ole boy handshakes of yesteryear. The old boy handshakes seemed to be saying something. The open palm extended, grasped firmly, shook. Had the fist bumpers been so inclined I'd a had bloody knuckles.

Before we left Mud Island to sail over to Quarantine Shores, four of us sat under the sun shade and shared stories. Travis, his son John, Bobby and myself. I think the elder had the best stories, Travis shared little glimpses of sailing days, years ago before I ever had a thought of the Texas Coast. Had this been the Everglades Challenge where names are given, other than birth names, Travis' son John's given name, I think, would have been Eagle Eyes or something along that line, his sight was that good. He was first to see a far off sail headed towards Quarantine, called the rig, sloop, lug or Sea Pearl. Amazing.

Holding my monocular up, I said if more people had his vision these people would be soon out of business. Later on Quarantine, Bobby mentioned his amazement of John's vision as well, saying, "He could call out a junk rig all the way to China!" Well maybe not quite. John's father, Travis, will be celebrating his 83rd birthday on August 1, for those who wish to send him a note.

We sailed on over to Quarantine Shores mid day, mid week at the only designated group camp, the sailboats came and came and came. The beach was lined with all sorts, all sizes and all colors. Talking and visiting, meeting new friends, seeing old ones, putting faces to known names. It was quite a gathering.

One drawback to Quarantine was the number of sport fishers passing by. They gave off a lot of wake, which meant anybody sleeping aboard was in for a rough night. I was one



of them. So a few were heading back to Mud Island where it was much calmer. I followed suit, leaving last of the few to go back.

Bobby and I parted company there on Quarantine, he tents. I found out later he did a capsized test later that day on Quarantine Shores. A brave man that Bobby, in front of everybody. Met some others of the crowd who said they got a video of the whole thing and were planning on posting it. "Bobby," I said, "your fame is going worldwide!" If I'd a tried something like that I can imagine the Coast Guard being called.

So leaving Quarantine and when sailing back to Mud Island I had decided to go on back to Rockport, so I sailed close ashore to say goodbye to new friends and kept on going. I had about 2½ hours left of daylight so with no nav lights aboard my 12-footer the window would soon be closed, I ended up having 30 minutes to spare.

It was a good half. The winds mostly centered near 15mph, temperature about mid 80s, so it wasn't a cooker. Talking with Chuck there on the beach about the beautiful weather, he said it was like a miracle, yes indeed, Praise the Lord, yes indeed, he replied.

I'm pretty sure this 200 will be long remembered by so many for a memorable time. The most boats registered I was told, and completed, completed their part anyway; so far as the first half went. It was a good one.



## Sailing Club The Thirteenth Annual Texas 200

June 15-20, 2020

### How It Went

By Chuck Leinweber

The Texas 200 is a "Raid" type event, that is, it involves a scheduled gathering of small boats traveling more or less in company from Point A to Point B over a period of several days, camping along the way. The Texas 200 goes through the Laguna Madre and the bays of South Texas for five to six days and about 200 miles. Shallow draft boats will have options in terms of routes through the bays, while deeper draft vessels will spend more time in the Intracoastal Waterway (ICW).

For any who may be unfamiliar with the ICW, it follows the Atlantic and Gulf coasts from New Jersey to the southern tip of Texas, providing a more or less protected waterway of canals and bays for commercial barge traffic, an alternative to open ocean shipping. [http://en.wikipedia.org/wiki/Intracoastal\\_Waterway](http://en.wikipedia.org/wiki/Intracoastal_Waterway)

The Texas 200 was established by Chuck Leinweber, founder of the Duckworks website <https://www.duckworks.com/>. Chuck competed in the Everglades Challenge (EC) several years ago and wanted to do more of that kind of thing. The Everglades, however, are a long trip from his home in Texas. Chuck thought he could organize a modified version of the EC right on the Texas Gulf Coast.

Kim Apel "A Californian Does the Texas 200."

What the Texas 200 is:

A "rolling messabout" where people bring boats of all shapes and sizes and sail them on the south Texas coast.

A moving, exhausting endurance test of boat, captain and crew.

A chance to see areas of America rarely visited by man.

An exercise in planning, preparation and problem solving.

A chance to make new friends and legends of the small boat world.

Andy Linn "Texas 200: Embrace the Suck."

We just completed the 12th annual Texas 200 with some 60 boats registered. There was no shuttle this year so boats started at different times and different places along the 200 mile route. Where there were boats in camp, social distancing was practiced (see pictures). The theme was "Escape to Quarantine Shore," an actual spot near Corpus Christi that was once used to quarantine boats coming from other countries. On Wednesday evening we had about 26 boats there. To my knowledge there was no transmission of the virus during this event but one participant whose wife had gone out with her girlfriends to a bar while he was away sailing caught Covid 19 from her when he returned home. Both are recovering well.



# Norumbega Chapter WCHA

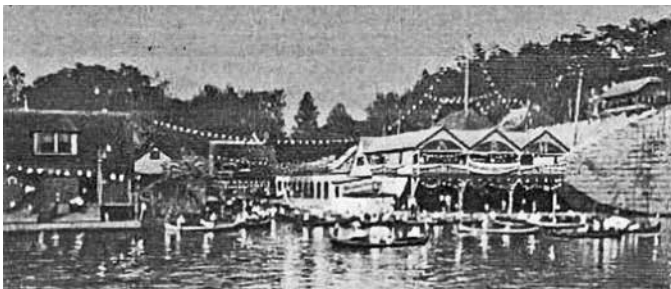
The Southern New England Chapter of the  
Wooden Canoe Heritage Association, Ltd  
Summer Newsletter  
North American Canoe Houses

By Steve Lapey

It is interesting how many impressive canoe houses were built during the glory days of canoeing in the US and Canada, more so it is nice that some remain in use. Some were built as commercial operations for renting canoes to the general public, some as clubhouses where members enjoyed social events as well as canoeing and, in many cases a place to store a canoe.

The wood and canvas canoes, for the most part, have all gone away but some of the canoe clubs are still active. Unfortunately, in our eyes, almost all of the activity today is in composite canoes, kayaks and paddleboards.

Here we have some pictures and information on some of these canoe houses. Here in the Boston area our favorite canoe house has to be the one associated with Norumbega Park on the Charles River in Auburndale. This stone structure appears in old photos from the 1920s when it was used for the Norumbega Canoe Livery. At one time the building became a police station. Today it is owned by the DCR (Department of Conservation and Recreation) and is leased to Charles River Canoe and Kayak for their rental operation. This is the only remaining active canoe house on the Charles, although there are many rowing clubs with boat houses.

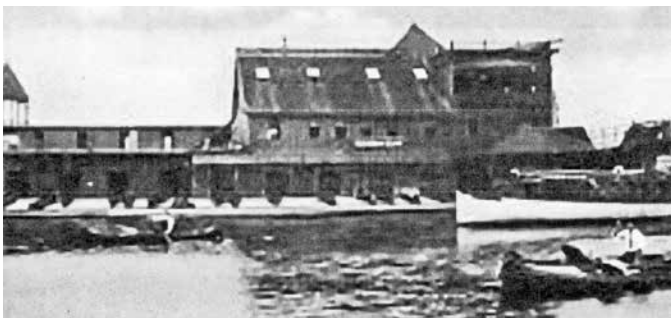


There were dozens of canoe clubs and liveries on the Charles, many of them had canoe houses but for the most part very little remains. Some were a lot fancier than others but when the canoeing fad was on, they were all busy places.

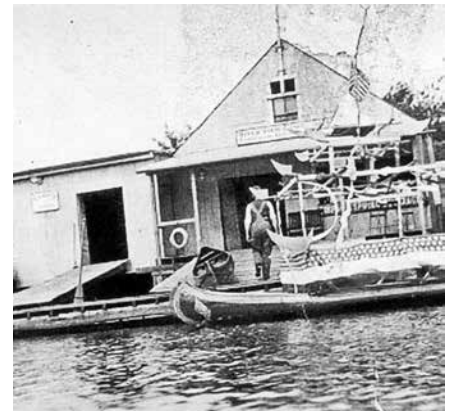


The Spring Street Canoe House was one of the larger ones, located next to Moseley's on Bridge Street in Dedham. The canoe house is gone but Moseley's is still going. This is the Spring Street Canoe House from the opposite side of the river.

Nutting and Arnold both had canoe houses in Waltham near the Moody Street Bridge where they rented canoes, this is an image of Nuttings operation. It was just across the river from the Watch Factory.



Breed's Boat House was one of the not so fancy ones in Dedham but they did have some pretty courting canoes to rent.



Also in Dedham one could find the River View Canoe House, they too had some pretty canoes available.



Lent's Boat House was another place in Dedham to rent a canoe to take your best girl out on the river.

At the same time canoeing was the thing to do in Boston the craze was spreading out all over the country, canoe houses and clubs were sprouting up from coast to coast and border to border.

In Buffalo the Delaware Park Casino was on the pond that was created in 1901 as part of the Pan American Exposition, sort of a World's Fair type of event, a big deal at the time. This building remains today but the canoe rentals are long gone.





In Detroit, Belle Isle Park was where C.J. Molitor ran the canoe livery renting special canoes made for him by both Morris and, after the fire, Old Town. Canoes and boats were available for rent at the Detroit Boat Club. This nice structure is currently being rehabilitated



To the south, in Dayton, Ohio, the Dayton Canoe Club has been active since 1913, still using their original canoe house.

In Toronto, Ontario, the Palais Royale was built in 1922. The upper level was a dance hall where all the big bands performed when they came to Toronto. The lower level, opening out onto the lake housed Walter Dean's canoe factory where he made his Sunnyside metal batten canoes and rented canoes and boats.



The Palais Royale in Toronto, the canoe livery was on the lower level of the dance hall at the Sunnyside Amusement Park.



Nearby one could rent a canoe at Durnan's Boathouse on Center Island.

At Humber Beach boats and canoes were available at Hicks Canoes.



The Toronto Canoe Club, founded in 1880, moved to this imposing structure in 1920 right in Toronto Harbor on Lake Ontario.



Back in the United States, the Washington DC Canoe Club built this nice canoe house in the early 1900s and it is still being used. The WCC was founded in 1904, this photo is circa 1920. The building is on the National Register of Historic Places, however, when last checked the club was looking for several million dollars to refurbish the building.



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### Charleston, South Carolina

The Coast Guard rescued three teenagers after the vessel they were on ran aground near St Catherine's Sound, Georgia. Coast Guard Sector Charleston Command Center watchstanders received a report of a 25' vessel aground with three teenagers and an adult aboard. Watchstanders contacted the vessel owner via cell phone who expressed concern for the teenagers and stated he wanted to remain on board the vessel until he was able to refloat it at high tide. A Coast Guard Air Station Savannah MH-65 Dolphin helicopter crew arrived on scene and embarked the three teenagers while the adult remained aboard the vessel. The adult was provided a handheld radio by the helicopter crew and put on a one hour communication schedule with the command center watchstanders. The adult was able to refloat the vessel and move to deeper water inside a protected harbor where he remained for the rest of the night. He safely returned home in the morning.



### Charleston, South Carolina

Coast Guard crews rescued three boaters Saturday after their vessel sank 18 miles east of Cumberland Island, Georgia. The boaters' use of a VHF radio and Emergency Indicating Radio Beacon (EPIRB) led to a rapid rescue. Coast Guard Sector Charleston Command Center watchstanders received a radio distress call from the crew of the 54' vessel *Bacchus* reporting their vessel was taking on water and they were deploying their life raft. Watchstanders diverted crews from the Coast Guard Cutter *Heron*, an 87' foot patrol boat, a Coast Guard Station Brunswick 45' Response Boat-Medium and an MH-65 Dolphin rescue helicopter from Air Station Savannah.

The response crews arrived on scene and were able to rescue all three boaters who were wearing life jackets from the life raft. The boaters were reported to be in good condition and taken to Station Brunswick.

"This case showed how quickly an emergency can happen on the water," said Senior Chief Petty Officer Brad Derflinger, Sector Charleston Command Duty Officer. "Fortunately, these mariners were well prepared for the unexpected. They were wearing their lifejackets, communicated their distress over VHF radio, initiated their Emergency Indicating Radio Beacon (EPIRB) and safely entered a liferaft before the vessel sank."



## Our Coast Guard in Action



### San Francisco, California

The Coast Guard cited the operator of a 25' sailboat in the San Francisco Bay Area for negligent operations. The sailboat crossed in front of the bow of a 550' tank ship on April 18 while transiting a narrow channel in the vicinity of Stockton and was cited and fined for violating 33 Code of Federal Regulations (CFR) 83.09, commonly referred to as Rule 9. The top of the mast was the only visible portion of the sailboat when the tank ship was required to take action to avoid collision.

According to Rule 9, Inland Waters, vessels and powerboats less than 20m (or 65'), all sailboats and vessels engaged in fishing shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway. Additionally, a vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within that channel or fairway. The term "shall not impede" means a small vessel or craft must keep well clear and not hinder or interfere with the transit of larger vessels. All vessels shall avoid anchoring in a narrow channel, unless doing so is in the immediate interest of navigation safety.

"Large commercial vessels have a blind spot that often extends hundreds of feet in front of their bows," said Lt Anna Funk, a Coast Guard Sector San Francisco Investigating Officer. "These ships are far less maneuverable than small recreational boats and can take up to a mile and a half to stop, which means they have to take evasive action well in advance if the intentions of nearby vessels are unclear."



### San Francisco, California

The Coast Guard rescued two boaters after their 92' yacht sank approximately nine miles south of Monterey Bay. Crewmembers aboard the *Going Coastal* made a May-day call reporting that their yacht was taking on water approximately 35 miles south of Monterey. Coast Guard Sector San Francisco watchstanders issued an urgent marine-information broadcast, dispatched a Coast Guard Station Monterey 45' Response Boat-Medium crew and diverted a Coast Guard Air Station San Francisco Dolphin helicopter crew to assist.

The *Going Coastal* crew followed up that the flooding was under control, prompting the Coast Guard to cancel the Dolphin crew. The RB-M crew arrived on scene, assessed the situation, transferred a crewmember and dewatering pump to the yacht and began escorting the ship toward Monterey Bay. Mid afternoon the crew noticed the rate of flooding had increased and the Coast Guard dispatched a Dolphin crew to assist. The Dolphin crew arrived on scene and delivered its rescue swimmer and a second dewatering pump to the *Going Coastal*.

The ship lost electrical and engine power and the flooding rate continued to increase. The Coast Guard RB-M crew rescued the *Going Coastal* crewmembers before the yacht sank approximately nine miles south of Monterey Bay. The owner of the yacht reported the vessel had around 1,200 gallons of diesel fuel aboard and is working with his insurance company to salvage the vessel.



### Honolulu, Hawaii

Sector Honolulu watchstanders received notification via VHF radio, Channel 16, from the boat's master reporting the powerboat *Defiance* was hard aground on the rocks of the jetty wall at Haleiwa Harbor. The weather



on scene was 6' seas and 13mph winds. The Coast Guard, Honolulu Fire Department and Honolulu Police Department responded to the report. "The master of the vessel radioed for assistance on VHF-FM Channel 16 alerting us to their predicament and prompting the launch of the response crews," said Petty Officer 3rd Class Jonathan Gebhart of Coast Guard Sector Honolulu. "We encourage all mariners to take multiple forms of communication with them at sea and reach out early and often for assistance to maximize response efforts."

An MH-65 Dolphin helicopter aircrew airlifted the two people aboard and brought them to the nearby Haleiwa Beach Park, then transferring them to HFD.



#### **Barnegat, New Jersey**

The Coast Guard is monitoring the grounded 53' fishing vessel *Bay of Isle* for potential pollution at the Barnegat Inlet jetty. Two men were hoisted from the vessel after the boat ran aground and began taking on water. The material condition of the vessel began deteriorating in the surf after the grounding. The vessel reportedly had approximately 500 gallons of Diesel fuel onboard, creating the potential for pollution. Due to the location and weather conditions at the time it was not safe to remove the fuel or feasible to place a containment boom around it.



#### **Charleston, South Carolina**

The Coast Guard rescued two boaters after the sailing vessel they were on ran aground three miles east of Edisto Island. Coast Guard Sector Charleston Command center watchstanders received a Mayday call via VHF Channel 16 from the crew of the sailing vessel *Moyo* stating they gone aground or struck a submerged object with two people aboard. A Coast Guard Air Facility Charleston MH-65 Dolphin helicopter crew arrived on scene, located the sailing vessel on the shoal in the surf and lowered a rescue swimmer who assisted with safely hoisting the two boaters.



#### **Houston, Texas**

The Coast Guard rescued three mariners after their vessel ran aground and began taking on water near Port Arthur, Texas. Coast Guard Sector Houston-Galveston watchstanders were notified by a good Samaritan vessel of a 16' vessel that had run aground and begun taking on water with three mariners aboard on the southern side of the Sabine Pass Jetty. Watchstanders issued an urgent marine information broadcast. A Station Sabine 45' Response Boat-Medium boat crew were launched. Once on scene, the Sabine boat crew transferred the three mariners onto the response boat and then transported them to Coast Guard Station Sabine.



#### **Savannah, Georgia**

The Coast Guard rescued a 56-year-old man after his sailboat became disabled and ran aground near Sapelo Sound. Coast Guard Sector Charleston Command Center watchstanders received a call from the operator of the *Rosa Vessia*, a 43' sailboat, stating his vessel was disabled, dragging anchor and at risk of alliding into a marked submerged rock pilling. A Coast Guard Air Station Savannah MH-65 Dolphin helicopter crew and a Coast Guard Station Brunswick 45' Response Boat-Medium crew launched to assist. The aircrew located the disabled sailboat, which had started to allide with the rocks, and lowered a rescue swimmer who assisted with safely hoisting the man. Tow Boat US arrived on scene shortly after and recovered the sailboat from the rocks.

#### **Corpus Christi, Texas**

The Coast Guard rescued two mariners after their recreational vessel capsized south of the Port Aransas jetties near Port Aransas, Texas. Sector/Air Station Corpus Christi watchstanders received notification of two people in the water after a wave capsized their recreational vessel. The two men reported they

were unable to reach their personal flotation devices before their vessel capsized. Watchstanders issued an urgent marine information broadcast and launched a Sector/Air Station Corpus Christi MH-65 Dolphin helicopter aircrew and a Station Port Aransas 29' Response Boat-Small boat crew. Once on scene, the crew of the RB-S pulled both men from the water. Weather on scene was reported as 3' seas with 12mph winds. The two mariners were transferred to emergency medical services personnel at Station Port Aransas. No medical concerns were reported.

"Thankfully, the two mariners remained with their capsized vessel and our crews were able to quickly arrive on scene," said Lt jg Alexis Williams, command duty officer at Sector/Air Station Corpus Christi. "As the summer months arrive and more people enjoy the water, we want to remind mariners of the importance of personal flotation devices and your ability to reach them quickly in case of emergency."



#### **Savannah, Georgia**

The Coast Guard rescued five people after the vessel they were on allided with the North Savannah jetties. Coast Guard Sector Charleston watchstanders received a VHF Channel 16 report for TowBoat assistance from the *Nauty Thoughts*, a 57' motor yacht, crew stating they had struck the jetties and were aground and taking on water with five people aboard. Crews aboard a Coast Guard Station Tybee Island 45' Response Boat-Medium and an Air Station Savannah MH-65 Dolphin helicopter arrived on the scene. The Dolphin aircrew lowered a rescue swimmer who safely assisted the vessel's passengers, who were all wearing life jackets, onto the RB-M. The vessel lost stability rapidly and could not be salvaged by TowBoat Savannah.

#### **San Juan Puerto Rico**

The Coast Guard and a good Samaritan rescued two fishermen, both from Santo Domingo, Dominican Republic, who were presumed lost at sea 23 miles northeast of Cat Island, Bahamas. Coast Guard Sector San Juan watchstanders received a report from the good Samaritan vessel *Signet Intruder* crew reporting they were flagged down by two people in a vessel who reported to have been adrift for approximately two weeks. The watchstanders directed the launch of a Coast Guard Air Station Clearwater MH-60 Jayhawk helicopter crew, forward deployed for Operation Bahamas Turks and Caicos (OPBAT), hoisted them and safely transferred them to Bahamian Authorities in Nassau, Bahamas.

"These two men were presumed lost at sea but were found and safely rescued because a good Samaritan spotted them," said Cmdr Juan M. Hernandez. The two men reportedly encountered severe weather

and lost their outboard engine leaving them stranded and adrift.

"Search and rescue cases are very dynamic and vary case to case, which is why it's imperative that prior to leaving the docks a person needs to file a float plan, have a VHF radio, have proper emergency equipment like flares and signaling devices and life jackets."

On May 5 Sector San Juan watchstanders had received a report from a concerned family member of an overdue 25' fishing vessel with two people aboard approximately 132 miles northeast of Samana, Dominican Republic. The two men reportedly departed Samana May 2 to fish and were expected back May 5. The Coast Guard Cutter crews from the *Donald Horsley* and *Richard Dixon* along with Coast Guard Air Station Clearwater HC-130 Hercules and Coast Guard Air Station Miami HC-144 Ocean Sentry airplane crews searched for more than 50 hours, covering more than 9,690 square miles, nearly the size of Maryland, before they suspended the search on the evening of May 6.

#### **New Orleans, Louisiana**

The Coast Guard rescued two overdue boaters near Hopedale, Louisiana. Watchstanders at Coast Guard Sector New Orleans received a report of an overdue vessel. The two people left Hopedale Marina for a fishing trip Sunday afternoon and did not return on time. A 24' Special Purpose Craft Shallow Water boat crew was launched from Coast Guard Station New Orleans, along with a MH-65 Dolphin Helicopter aircrew from Coast Guard Air Station New Orleans. The aircrew located the two boaters stranded on an island. The boat crew embarked the two people and brought them back to the marina. It was reported that their vessel sank at around midnight and they drifted to the island.

"This is a case where their float plan truly saved their life," said Lt Cmdr. Patrick Plummer, Search and Rescue Mission coordinator. "Filing a float plan can be as simple as telling your friend or family member what time you will be back. With the owner doing so, we knew the general vicinity they would be and were able to find them quickly and in good condition."



#### **New Orleans, Louisiana**

The Coast Guard rescued three people from a vessel taking on water eight nautical miles off of Port Fourchon, Louisiana. Watchstanders at Sector New Orleans received a call via VHF radio of a vessel taking on water with three people aboard. Coast Guard Air Station New Orleans launched an MH-65 Dolphin aircrew who located the vessel and people almost immediately. The rescue swimmer dropped an inflatable raft for the three people. The aircrew waited on scene until a 45' Response Boat-Medium boat crew from Station Grand Isle could arrive and pick them up.

"The fact that they had a VHF radio greatly assisted in us finding the three people quickly and making sure they were safe," said Lt Cmdr. Michelle Ferguson, Search and Rescue Mission Coordinator at Sector New Orleans.



#### **Chicago, Illinois**

The Coast Guard rescued two people from the water near Waukegan, Illinois. Watchstanders from Coast Guard Sector Lake Michigan received a report that the operator from a sailing vessel recovered an unmanned personal watercraft approximately three miles off Lake Forest Park Beach. The PWC had two cell phones, a set of keys and a wallet with identification cards aboard. Sector Lake Michigan watchstanders issued an Urgent Marine Information Broadcast, performed callouts to missed calls from the cell phone and launched search and rescue crews. Local authorities located the missing persons' vehicle and empty PWC trailer in the marina parking lot at Naval Base Great Lakes.

A Coast Guard Air Station Traverse City MH-60 helicopter crew arrived on scene and commenced a track line search from Naval Base Great Lakes to the last known position of the PWC. Approximately two and a half miles into the search the helicopter crew located both individuals wearing life jackets and waving their arms. The aircrew deployed the rescue swimmer, hoisted the survivors and transported them to local emergency medical services where they were treated for mild hypothermia.

Assets involved in the search included response boat crews from Coast Guard Stations Wilmette and Calumet Harbor, an MH-60 Jayhawk helicopter crew from Air Station Traverse City, an MH-65 Dolphin helicopter crew from Air Station Detroit, and a C-130 crew from Joint Rescue Coordination Center Trenton.

#### **San Francisco, California**

The Coast Guard rescued two people from an aground houseboat in the Napa River. Napa Police Department contacted Coast Guard Sector San Francisco command center watchstanders reporting a houseboat with two passengers aboard had run aground. Sector San Francisco watchstanders launched a Coast Guard Station Vallejo 29' Response Boat-Small crew and a Coast Guard Air Station San Francisco Dolphin helicopter crew to assist. The Dolphin crew

arrived on scene and lowered their rescue swimmer, who hoisted both passengers and transferred them to Napa County Airport to awaiting emergency medical services and Napa Police Department personnel.

"This rescue wouldn't have happened if it weren't for the well coordinated teamwork of Coast Guard Sector San Francisco," said Lt jg Joel Norton, the copilot aboard the Dolphin helicopter. "The Coast Guard small boat that was also on scene and local fire and ambulance services that took care of the survivors after we dropped them off at Napa County Airport."



#### **San Francisco, California**

The Coast Guard rescued three people from a disabled sailboat south of Pillar Point Harbor. The owner of the 30' sailboat *Freedom* contacted Coast Guard Sector San Francisco Command Center via VHF-FM channel 16 reporting that himself and the two other passengers aboard were feeling unsafe during their transit due to the harsh sea conditions. Sector San Francisco command center watchstanders issued an urgent marine information broadcast. Pillar Point Harbor Patrol informed the watchstanders that they would launch a crew to get on scene with the sailboat and see if they were in need of assistance.

Pillar Point Harbor Patrol stood down due to harsh weather conditions. On scene weather was reported as seas up to 15' and 20mph winds. Shortly after, the *Freedom* crew informed Sector watchstanders that they had experienced loss of steering and engine failure. Sector San Francisco launched a Coast Guard Station Golden Gate 47' Motor Lifeboat crew and a Coast Guard Air Station San Francisco Dolphin helicopter crew to assist.

"It was so dark out that I couldn't see the boat, even while wearing night vision goggles, until we were right on top of it," said Petty Officer 3rd Class Steve King, the rescue swimmer aboard the Dolphin helicopter. "It was really great that they had flares." The Dolphin crew arrived on scene and lowered a rescue swimmer who hoisted all three passengers and took them to Air Station San Francisco with no reported injuries.

"My team did a great job working through these challenging conditions to result in three lives saved," said, Lt Katherine Voth,

the aircraft commander aboard the Dolphin helicopter. "This positive outcome was a direct result of the sailors having life jackets, flare guns and cell phones.

### Warrenton, Oregon

A Coast Guard aircrew rescued two kayakers in distress in the vicinity of Haystack Rock near Pacific City. Watchstanders at Sector Columbia River received a call from Tillamook County Dispatch requesting assistance in rescuing two kayakers in distress. One of the kayakers had fallen into the water near Haystack Rock. A Jayhawk helicopter crew was diverted from training and a Coast Guard Station Tillamook Bay 47' Motor Lifeboat crew launched. The MH-60 Jayhawk helicopter crew from Coast Guard Sector Columbia River arrived on scene and located the two men. Sea's were at 2' and the water temperature was 56°. Within 15 minutes, the rescue swimmer had recovered both men.

"It was good that they were wearing life jackets," said Petty Officer 2nd Class Billy Sizemore, the flight mechanic on the Jayhawk crew. "But, they were also wearing waist high rubber waders which filled with water and counteracted the buoyancy of the life jackets. Between the cold water and the heavy waders, the man simply couldn't pull himself back into his kayak before succumbing to exhaustion and the preliminary stages of hypothermia."

### Santa Rita, Guam

A 53-year-old boater is safe in Guam after the Coast Guard rescued him from his dismasted 14' catamaran in outer Apra Harbor. Joint Rescue Sub-Center Guam watchstanders received a call over VHF Channel 16 from the boater explaining his vessel was dismasted and adrift about a mile offshore. Reported weather on scene was winds of 16mph and seas up to 2'. Watchstanders issued an Urgent Marine Information Broadcast (UMIB) Notice to mariners and launched the RB-S crew. A Station Apra Harbor 29' Response Boat-Small crew successfully placed the vessel in tow and brought it back to the Marinas Yacht Club.

"This case is a perfect example of why waterway users should always reach out at the first sign of trouble," said Command Duty Officer Jason Roman, a JRSC Guam watchstander. "The boater did the right thing and contacted us on VHF Channel 16 and we were able to act swiftly. Even if you are experienced and don't think the situation is dire, it is always best to let us know so we can monitor the situation and take action if things degrade."

"Our crews train regularly in towing evolutions to ensure that they are prepared for just this type of situation," said Petty Officer 2nd Class Matthew Sheeler, a coxswain from Station Apra Harbor. "It was because of our readiness, we were able to launch quickly and bring the vessel back safely."

### Juneau, Alaska

The Coast Guard and good Samaritans rescued tow men in the water near Elfin Cove, Alaska. Watchstanders in the Section Juneau Command Center received a report via VHF Channel 16 of two people in the water approximately one mile from Elfin Cove. Watchstanders issued an urgent marine information broadcast and requested the launch of a Jayhawk aircrew. A good Samaritan vessel pulled the men from the water after their 14' skiff overturned approximately one

mile north of Elfin Cove. The two were alive but unconscious when the good Samaritan vessel transported them to a float plane dock in Elfin Cove for helicopter rescue.

An MH-60 Jayhawk helicopter crew from Air Station Sitka safely hoisted the two men from the dock and transported them to awaiting EMS in Juneau for further transport to Bartlett Regional Hospital. They were reported to be in stable but critical condition at the time of transport. The men, 65 and 64-year-old brothers, were traveling from Sitka to Pelican when they overturned and went into the water. It was reported the two men were wearing lifejackets, which aided in their survivability.

"This case demonstrates just how valuable good Samaritans are in Southeast Alaska," said Lt Brian Dykens, Sector Juneau Command Center Chief. "We are thankful for the several mariners who reported the incident and responded to aid the two men in the frigid waters. They really made the difference here between life and death."

### Juneau, Alaska

The Coast Guard rescued two kayakers when they became stranded after paddling from Juneau to Couverden Island. Watchstanders in the Sector Juneau command center received the initial phone call from one of the kayakers requesting assistance. The kayaker indicated that he and another male friend had become exhausted after an approximate nine hour, 23-mile paddle in their 10' kayaks. He expressed concerns about running out of daylight, having no lifejackets, no exposure suits, no warm clothing, no food, water, survival equipment nor means of communication aside from a cell phone running low on battery. A Coast Guard 45' Response Boat-Medium crew from Station Juneau picked up the kayakers from the northern tip of Couverden Island and brought them to where they were parked near Statter Harbor in Auke Bay.

"These kayakers made several all too common mistakes before heading out on the water yesterday," said Petty Officer 2nd Class Theodore Bach, Station Juneau response boat coxswain for the case. "They were lucky to have enough cell phone battery left to call for help. As the weather begins to warm up each spring, it is very common for boaters to head out on the water unprepared for the conditions. The water temperature is still frigid and the air temperatures at night still dip into the 30's. Hypothermia is just one way that Alaskan boaters die each spring."

### Ketchikan, Alaska

The Coast Guard rescued two kayakers in Ketchikan after one of their kayaks sustained damage and took on water. Watchstanders in the Coast Guard Sector Juneau command center in Juneau received initial notification from a Metlakatla Fish and Wildlife officer reporting the two female kayakers stranded on Race Point in Nichols Passage. The Coast Guard issued an urgent marine information broadcast to alert mariners in the area and launched a 45' Response Boat-Medium crew with a skiff from Station Ketchikan. The crew of *Bailey Barco* was in the vicinity of the kayakers, arrived on scene first and recovered both kayakers along with their kayaks and brought them to where they launched at Mountain Point in Ketchikan. No injuries or medical concerns were reported.

## Here Are Some Tips to Have a Safe and Fun Summer on the Water

Always wear a life jacket. More than two-thirds of recreational boating accidents result in drownings and more than 84% of those who drowned were not wearing life jackets.

Boat sober. Alcohol was the leading factor in boating accidents for 2018. It is illegal to operate a boat while under the influence of alcohol or drugs in every state. Penalties for violating BUI/BWI laws can include large fines, suspension or revocation of boat operator privileges and jail terms.

Ask the Captain before you get underway on a charter, or even pay for the trip, to see their credentials. You are putting your life at risk and in danger when you get underway on a charter vessel without a properly credentialed mariner, so you have the right to know the charter is legal.

Check the weather before going out on the water. Know your weather limitations, what your boat can handle and what it can't. Check the weather for storms, tides, currents and winds.

Have an EPIRB. Always go out with an Emergency Position Indicating Radio Beacon. Own it, know it and register it. An EPIRB is a device that is designed to transmit a distress signal if you get into trouble. No matter where you are in the world, an EPIRB sends a signal to emergency responders through a satellite system.

Tell someone where you're going. If you change plans mid voyage, let someone know! A written float plan should be given to a friend or family member and includes a description of your boat, what is on board and a description of the safety equipment you are carrying.

Always take a marine radio. A VHF-FM radio is the best method of communication while on the water. Although a cell phone is a good backup, it can be unreliable due to gaps in coverage area and the inevitable dead battery.

Download the free Coast Guard app. Focusing on recreational boating, the app has a float plan function, the ability to check weather reports from the nearest NOAA buoys, a function for calling for assistance when in distress and more. It is currently available for free on iOS and Android devices.

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## Yachts

Super luxury yachts seem to be the height of opulence for the ultra rich and famous. You can purchase the 71-Meter *Skat* that has an interior designed by Marco Zanini. It contains a large library, whirlpool and all amenities one can desire. It houses 12 guests. It can be yours for a paltry 65 million Euros.

The same shipbuilder, Lurseen Yachts, also is selling the indomitable *Scheherazade* that sports two helicopter landing areas, one fore and one aft. At 420', this 10,000-ton floating castle has four decks and a 72' beam. It is powered by an MTU diesel engine pushing 5,600kw at 7512hp. No price was found.

## White Fleet

Carnival, AIDA and P&O cruise lines will not sail before November 1 because of the coronavirus. Interestingly, these companies are gushing cash by the ton but their stock is still recommended on Wall Street. Of course, the Gurus of the Finance World thought Studebaker was the car to defeat General Motors and Ford.

Motley Fool suggested that investors ignore the quadruple growth of Norwegian Cruise Lines and spend their money on stocks of Carnival because the latter has a bajillion dollars in the bank and captures about 50% of the cruise business while the former has about one-third the money. Both corporations immediately locked up as much cash as possible when the virus outbreak first came out.

Royal Caribbean has borrowed \$3.3 billion to keep their company afloat (literally and figuratively speaking) and had to put up 28 ships as collateral thanks to the coronavirus. Wall Street has not been impressed and Moody's dropped Royal Caribbean to a Ba2 with a negative outlook. The cruise line industry is in deep trouble across the board because no cruises will sail until late summer or autumn. Add that to the lack of great earnings per share and you have big boats rusting away pierside. One person quipped, "To no marine people that is like putting your horse up as collateral for its vet bills."

## Inland Waterways

The country recently celebrated National Maritime Day with ceremonies that included Secretary of Transportation Elaine Chao, Maritime Administrator Admiral Mark Buzby, US Transportation Commander General Stephen Lyons and a myriad of other VIPs. President Donald Trump awarded the Congressional Gold Medal to surviving WWII Merchant Mariners. At the conclusion Mike Rowe, famed for his TV shows "Deadliest Catch" and "Dirtiest Jobs," sang the Merchant Marine Song, "Heave Ho, my lads, Heave Go." For those who do not know it, Mike Rowe possesses a remarkable voice and is very talented.

C&C Marine of Louisiana recently christened the MV *Randy Maurer*. New tugs hitting the water are weekly occurrences but this ceremony was special for a variety of reasons. C&C does not do christenings but this one was worthy of special consideration because it is named after their long time shipyard manager Randy Maurer. A C&C spokesperson noted that they do all its engineering in house with a building full of naval architects and experts who constantly turn to Mr Maurer for advice on sundry issues.

Despite Covid 19, a small ceremony was held for the Maurer family and the top echelon of the corporation. Mrs Cindy Mau-



## Over the Horizon

By Stephen D.  
(Doc) Regan

rer was only then told that she would be the one to smash the bottle on the railing of the boat named for her husband. As expected, she got emotional.

The *Randy Maurer* is 160'x50' with a moulded depth of 11.5' and features three Cummings QSK60-M main engines, three Steerprop SP25D azimuthing Z-drive thrust-ers and Cummings X15-DM500 generators and Fenstrum keel coolers.

Major General Diana Holland has been assigned to the Mississippi Valley Division of the Army Corps of Engineers after being commanding general of the South Atlantic Division. She is responsible for all Corps programs along a 370,000 square mile realm within 12 states. She automatically becomes President of the Mississippi River Commission.

General Holland is a 1990 graduate of the Military Academy and holds a Master in Arts degree from Duke and a Master in Military Arts and Sciences from the Army General Staff and Command School. She was the first female Commandant of Cadets at West Point.

## History

During the Civil War Confederates bought a fairly new packet boat, *Red Rover*, to run between Nashville and New Orleans. This steamship was 256'x40' powered by engines with 28" cylinders with 8' strokes and holding five boilers. Unfortunately her career with the Confederates was short lived when a Union shell disabled her and eventually captured her while she was tied up.

She was, however, hauled to St Louis for rebuilding and restoration as a hospital ship. The boat included a multitude of bathrooms, an extensive laundry, two kitchens, a 300 ton icebox, blinds on windows, operating rooms and elevator between decks, a medical dispensary, bedding, medical supplies and appropriate furniture.

Her first mercy mission came when a boiler exploded at St Charles, Arkansas, killing and injuring many. The wounded soldiers were taken to Memphis where Sister Mary Angela, Superior of the Sisters of the Holy Cross, volunteered the services of her order to act as nurses. Ultimately this led to the establishment of the Navy Nurse Corps.

The Hospital Ship *Red Rover* served as a field hospital during the Battle of Vicksburg. During the war she delivered medical supplies and care for the wounded up and down the lower Mississippi. After the war she was sold at auction but never worked again.

When you are having a bad day, remember the side wheeler *City Of Madison* and her captain, Wheeler Collier. The steamboat was built in Madison, Indiana, and plied the waters between her hometown and Cincinnati. Collier was at the wheel at 0415 on June 18, 1884, when he smashed her into a dike at his hometown of Madison. The ship was salvaged and sold. There is an old river saying that the most dangerous spot on the river is in

front of the pilot's hometown.

The Battle of Midway Roundtable has consisted of historians, veterans and just interested parties who exchange information, records, opinions and ask questions about the greatest naval battle of all time and, in some people's opinion, the turning point of the War in the Pacific (the Marines adamantly will argue Guadalcanal, and there is truth in that argument).

Originally, many of the members were historians and veterans of the Battle of Midway. Tons and tons of corrections to official reports were sent in by those who were there. One such issue was a reader doubting that a specific machine gun was on planes at the battle because those weapons were not issued until later in the summer. A pilot at Midway refreshingly reported that indeed those guns were on some planes. They heard about them and did some moonlight requisition before mounting them on their planes.

The stories coming from this group have entertained and informed us for decades. Unfortunately, all the veterans of the battle are gone. Worse, some of the questions that were answered 30 years ago are being asked again.

One specific problem is Hollywood, which cranked out two movies about Midway, neither was particularly accurate. The Charlton Heston movie was drowned in a silly and irrelevant love story. The recent movie is better but it never mentions Admiral Frank Jack Fletcher who was in overall command of the two Task Forces (TF16 and TF17). He was on the *Yorktown* while his subordinate, Raymond Spruance, was on a different ship. Not citing Fletcher is like making a story about Appomattox and not mentioning General U.S. Grant!

Interested readers are directed to *Black Shoe Carrier Admiral* by John Lundstrom, *Battle of Midway* by Craig Symonds, *No Right to Win* edited by Ronald Russell, *Miracle at Midway* by Gordon Prange, *Incredible Victory* by Walther Lord or *In Bitter Tempest* by Stephen D. Regan (who the heck is he?). The fiction book, *War and Remembrance* by Herman Wouk, is an outstanding book that covers the Battle of Midway fairly well.

A sidebar, when TF17 tried to salvage the *Yorktown* after she was abandoned the previous day, the USS *Hammann* (DD-412) tied up to the wreck and provided electricity and water for the operation. A Japanese submarine fired two torpedoes at the carrier and destroyer. The *Yorktown* sank quickly but the *Hammann* split in two and sank in a few minutes, carrying away most of her crew and all of her officers except five, one of whom was a passenger heading to his assignment. The destroyer's own depth charges went off as she went under and the concussion killed most of the men in the sea.

## Gray Fleet

Wisdom dictates that one should not listen to what a politician says but rather watch what he (she) does. While President Donald Trump loudly trumpets the need for a 355 ship US Navy, he diverted significant portions of the Defense Department budget to continue his US/Mexico border fence construction. This has greatly impacted current shipbuilding.

The USS *Iowa* (SSN-797) was in the middle of her assembly but all work on her has been halted due to lack of funding. Those Electric Boat workers who were completing her were pulled off the job and sent to work



on the *USS Hyman Rickover* (SSN-795), that is nearing trials, and the *USS Oregon* (SSN-796), the ship closest to being finalized. The *Iowa* has been pushed back at least one year.

This writer is a Trustee of the *USS Iowa* Commissioning Committee and I can attest that Electric Boat workers are especially unhappy with this change. Teams that have worked together on a specific boat are now part of different teams, doing different assignments. The delay in *Iowa's* completion created a multitude of issues for the committee, fund raising, crew training, etc. Darn politicians.

The "Fat Leonard" scandal continues to haunt the Navy as two more officers pled guilty to corruption charges, making almost two dozen officers and officials guilty of massive corruption with Leonard Francis, a major player in ship repair, logistics, dockage permits and supplies to Navy ships in Asia. Fat Leonard bribed a multitude of officers and high ranking enlisted crew. He hosted lavish parties, provided prostitutes, luxury hotel rooms, dinners and cash bribes to ensure that all Navy business came from him.

Captain David Haas directed the *USS John Stennis* to use only Glenn Defense Marine Asia (owned by Fat Leonard) for all services in Indonesia in which the company earned a neat \$2.7 million profit. Haas and Chief Petty Officer Alonzo Parks were the two most recent plea bargainers. GDMA also overcharged the Navy by \$35 million over the past few years.

The Navy has decided to treat crew suffering the coronavirus onboard their ships while underway instead of anchoring and removing the ill sailors. This came as a recommendation of the Fleet Surgeons since the

*USS Theodore Roosevelt* and the *USS Kidd* were both taken from their missions when overwhelmed with the virus. The Navy maintains that it is their task caring for their crews but they also admitted to needing the ships to continue on their missions.

The Navy caught all sorts of hell after the media got hold of a memo to higher command demanding assistance for the *Teddy Roosevelt's* crew when up to 700 became ill. The Secretary of Navy immediately fired the skipper in the belief that he intentionally allowed the media to see a copy of his memo. The national uproar forced the SecNav to resign, the sixth change of that position in three years. Person #7 has been named SecNav, he and his associates remained unwavering about the firing of the *USS Theodore Roosevelt's* Captain.

#### Merchant Fleet

The world's largest container ship made the record size ship Suez Canal transit. *HMMM Algeciras*, a 1,300' vessel built by Daewoo Ship Building, able to carry 24,000 TEU (a container 20' long x 8' wide x 8'6" high) flagged in Panama, made its way through the Suez with a record 19,621 TEU containers. Chinese owned, the ship was returning from delivery to Rotterdam and London.

Suez Canal Authorities waxed enthusiastically over the record setting trip because it heralds the new opportunities for super sized ships because of a recent enlargement of the Canal. They celebrated loudly in no small part because many companies have avoided the Suez and rounded the Cape of Good Hope instead of risking ships and crew to pirates in

the Middle East and unrest in Yemen. Cheap fuel has allowed this alternative route.

Alaska's ropax ferry *Tustumena* has been sidelined for the remainder of the season because of an outbreak of the Covid-19 virus that infected a female crew member, forcing officials to quarantine the crew and passengers until they were allowed to go home for self isolation. An element of the problem is that the ferry had made multiple stops in remote areas of the Aleutians. The run between Dutch Harbor and Homer include stops at Kodiak, Chignik, Sand Point, King Cove, Cold Bay, False Pass and Akutan.

The German Shipbuilding and Ocean Industry Association (VSM) issued a dire warning about the shipbuilding over the next three-and-a-half to four years. The Covid-19 problem has closed many shipyards, impeded supply and left cancelled orders at the doorstep. New builds are down by 40%. VSM also cited the ongoing economic conflict between the US and China as a major roadblock to sea trade. Another major worry is the debt rising within the industry. Companies have borrowed huge levels of cash in order to stay in business. This debt needs to be paid off while shipbuilding is in a coma.

New Zealand produced its first all electric tugboat and some brilliant bureaucratic genius decided that the nation should have a contest to name this elite vessel. To the chagrin of officials the top names were *Boaty McBoatface* and *Tuggy McTugface*. Needless to say, Port Authorities were unhappy with the results and disqualified those names along with *Fighting Queen of Covid*, *Electro Disco Biscuit* and *Doug*. In the end they selected the more dignified name *RRS Sir David Attenborough*.



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# From the Tiki Hut

By Dave Lucas

## Where Have All Our Small Boats Gone?

### Boats Built Here in the Boatworks and Happy Hour Club

I got an inquiry about giving away a lot of the boats I build and he asked just exactly how many boats do we build here. That's a good question so I started looking back at pictures I have and there are a lot of them. We've been playing at this for 15 years so the production is pretty impressive, even to me, considering that some of them are monster projects. Looking back over the years these pictures won't be in any particular order timewise but they will stay together in groups when more than one of a kind were made, even ten of a kind.

### Recently Some of My Boats Ended Up at Lonnie Black's Shop

Under Lonnie's shelter roof I see the little 16' tugboat at the right that I had for a while, I didn't build it but got it from Gary, the guy who did. It was named *Snail Mail* and was red. All I wanted was the trailer but Simon got sucked into fixing the hull, then Lonnie got it to finish the rest.

Front left is an 18' ocean racing canoe that I never sailed. I'm going to go over to Lonnie's and give it a go one of these days. I made the entire boat using different thickness foam, then glassed the hell out of it, it has two masts and two centerboards and was meant to be really fast and safe.

Looming up behind is the huge 37' Queen Anne that was going to be my pride and joy until my body went to hell. I made her sparing no expense to be the perfect Great Circle and Bahamas cruising boat. I did not finish her, with my rheumatoid arthritis getting worse I gave up and went to a simpler boat, the 23' Princess Anne with no fancy interior.

Lonnie will get all of these boats finished to perfection and in the water, he's the only one I can think of who would actually do it. That's why he has them all, plus he's a sucker for all kinds of boats, the more unique the better.



Lonnie reminded of one boat I forgot to mention. Our good friend and longtime boat shop guy, Jim, had this hull finished when he died from prostate cancer and left it to us, so naturally I gave it to Lonnie to finish. This was the start of our friendship and the bane of Paula's life.



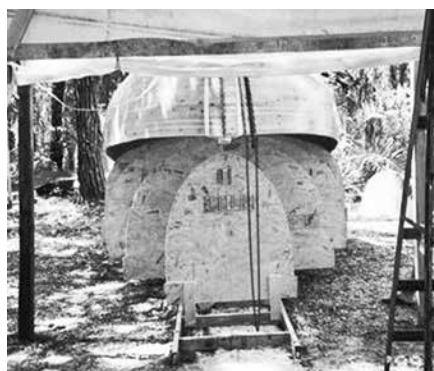
### Sweat Pea Continuing the Pattern

Are you ready for another one? You know, the ones I start and don't finish. Someone saw this boat up in Apalachicola and someone inquired that maybe I knew something about it:

"Looks like way to much fun to me around Lucas Boatworks! My wife is lucky we don't live closer to Bradenton, haha. I'm considering a new boat build and I keep going back and forth with the Fenwick Williams 18' Catboat. Two reasons that draw me to this build is: 1) it looks AWESOME and 2) it'll fit in my garage! I would like to strip build the boat because it's what I'm comfortable with building. Didn't Judy Blue Eyes' catboat get built at Lucas Boatworks? Any encouragement you can add would be helpful. WoodenBoat store has the plans available and says it can be strip built. Figured I'd ask you before I get to involved, haha."

Man, oh man, are you in luck. I know everything there is to know about that very boat, the good and the bad.

About 20 years ago I had the same thoughts that you have now. It's only 18' long, how hard can that be? Make the molds just like the Melonseed and strip it up just like the Melonseed. I bought long boards and ripped them so I wouldn't have any splices. It all went along easily, no technical challenges, but the damn thing is probably eight times the size of the melon.







And then I found a problem with the interior space. This is an 18' Fenwick Williams catboat hull that I built many years ago. I thought it would be the perfect small cruising boat for Helen and me. We could even trailer it to faraway exotic places. The plans show two bunks, lockers, a head, inboard engine and even a wood burning stove. What more could I want?

I guess boat people a hundred years ago were only 4' tall because after the hull was finished I put on a mockup of the cabin, deck and interior. It was tiny so I stopped and left the hull sitting for several years until it went away and has now come back. The glassed cypress hull is still perfect, just dirty, and the outer oak layer of the transom has to come off and then the guys are going to make it into a tugboat. Should be perfect for that, 18' long, 8 1/2' wide and draws 18" of water.



I had given up on it but years later Howard needed a project and instead of making a tugboat, which he should have done, he went back to the plans for a sailboat. The reason I stopped is that as drawn the thing doesn't even have sitting headroom for a normal person. The plans show all kinds of cool things like a wood burning stove. No way as designed. So Howard made a change.

He added a foot to the cabin height so now it's actually useable and it looks great, maybe even better than the original.



He sanded it down to a bright finish (I liked the blue much better) and installed a Yanmar Diesel engine which took up most of the cockpit space.



We didn't follow the plans for the sail, just made up our own and the sucker is huge with several reef points. This is a Lee sail from Hong Kong. We didn't have it pulled out on the boom very well.



The damn thing would really haul ass. Steve was in *Chelsea* taking these pictures going wide open at about 6kts and couldn't keep up with us and it was a light wind. Howard is standing in the hatch only up to his armpit and he's about 5'9" tall so without the extra foot the thing is totally unusable.



It's an unstayed mast with a stay going to a short bowsprit. It's on a tabernacle so it can be raised and lowered easily. I got a solid cypress 6"x6" center cut and let it dry out standing up for a couple of years for that. We have cypress sawmills all over the south.



My observations are that it's a lot, lot bigger than you think, raise the cabin a foot, figure out some kind of an outboard to save cockpit space and don't get a sail this big, I think it is 250sf but I'm not sure. All of our plans and stuff burned up in the shop fire. We didn't want it anymore and Judy just "had to have it" but we didn't want to sell it to her. It's a real hoot to sail and you'd love it but not a little old lady. We gave it to her for \$10,000 trailer and all. She's spent probably another \$30,000 putting it into show room perfection.

### And here's Sweet Pea Today

Rex Paine sent me pictures of *Sweet Pea* as she is today. A long way from how she looked when we pulled her out of the woods.



### Are You Ready for More? Good!

Howard finished this Malihini last year, it's a Glen L design and with this 50 it will really fly. It needs to go to a home in a place on a lake so it can pull kids on water skis. That's a hint for his son to take it back to Ohio.



John finished his houseboat a couple of months ago. He wanted something he could just go hang out in and have lots of peace and quiet. He bought an old and ratty houseboat with a great hull and ripped everything off and made one to his specs. It took about two years to finish and it fits the bill perfectly. The 140 motor is a bit of overkill and he rarely opens it up, but if he does it'll do 25.



Wally wanted a big wide stable boat so he ordered the plans for the Big Ben garvey from *WoodenBoat*. His is the lefthand one. These are 19' long and 7 1/2' feet wide and are really shallow draft, kind of like giant Jon boats. The thing looked so good that I had to have one for myself so I made the righthand one and was going to replace my *Lurlyne* (you'll see it later). It was going to have a cabin with a front door to go out onto the front porch. Wally did make his that way but I got busy with the *Queen Anne* and gave my hull to Howard to finish. You'll see a pattern starting here with me giving half finished boats away. These hulls are bulletproof, they have up to seven layers of 20oz triaxle cloth in high stress areas.



There was a time when we did a booming business with canoes and kayaks. Stan was especially prolific. This baidarka was his crowning glory, he could go forever in it, no wonder the Eskimos loved them. Stan is a genius at conceiving and building almost anything. He made several exhibits for Ripley's Believe It or Not. More of his kayaks coming up later. He probably built ten of them of varying sizes.



Sandy was our lightweight canoe specialist. He could whip out one of these things in a month or less if he had to. The one I'm holding is a Mac McCarthy "Wee Lassie" that weighs 11lbs. The one he's in is something else and looks a tad small for him. Sandy probably made a dozen or more of these beautiful little boats as well and some larger bright finished boats. The first one here is one of four Wee Lassies that Crazy Steve had, one he put two masts and a centerboard in and sailed it (that's where he got the name).







We didn't actually build this one, just rebuilt it from a rotten mess. Notice the unique shape of the sheer along with the sharp bow. This is a genuine Cape Fear flats boat, even has the company tag still attached. If you look online you'll see these same little boats with giant motors hanging on the backs. We replaced the bottom and some frames and gave it to my neighbor Ernie to finish. He said that it is just too strange to let rot away.

### Continuing on with the Collection

You can see that we build anything that strikes our fancy just to see if we can and were they really good boats. It's all in the building, not the finished boats.



Here's Jim with a Herreshoff "Carpenter." All of you sailors have heard of it and maybe seen one but never actually sailed one. Jim built this one to the original plans and this picture here was one of the two times it was ever sailed, once without ballast and once with 300lbs of sandbags in it. Without ballast it's completely unusable. You drive it from behind the back mast and if you aren't already there, you can't get there. It's impossible to go around that mast without tipping over. Jim and I launched it for the first time off my beach and were not impressed, so he jumped out near the shore and left me in the middle to check it out alone. I had to wait until I got blown ashore to step out and go

back to the tiller. Later on we loaded it with ballast and it still sucked, too narrow, too tippy. We gave the hull away and kept the sail gear, Lonnie has it now.



Jose built this Core Sound 17, finished it to perfection but rarely used it. These are pretty high performance boats that have lots of strings to pull on. Some of you have these and they're pretty fun. These are the colors of the Spanish flag. Jose was a cancer surgeon and pilot. Back in the day he flew fighters in the Spanish air force.



Helen and I thought we needed a boat larger than our melonseed so I made one also. When my son had his son I told him to name the kid Rochester, for some reason they didn't listen to me so I named this boat *Rochester* and put it in big letters on the side. After a few sails I decided that it wasn't nearly as much fun as the little melonseed so I pretty much gave this one away. I put the word out and got dozens of takers but only one struck me as really the one to have it so it headed south to Pine Island Sound and a new home. Some of you are still pissed at me for not getting it.



This one I built from plans in a *Popular Mechanics* back in 1987 after we had been in our house on the river for a year. It was a pretty good rowboat even with the home-made oars. That's me, still look exactly like that, haven't changed a bit.



I got a call from Charlie Morgan one day asking for a favor, could we save this boat owned by his dear friend and captain of many, many years, Harold Balcom. We gathered up a bunch of the old hangerons around here, me, Howard, Jim, Steve and Phil with his big pontoon boat and headed up to Apollo Beach to launch for the trip across Tampa Bay and up to Charlie's house. Our greeting from the great man (Morgan yachts and America's Cup fame) was something

like, “you guys are the sorriest looking bunch of seamen I’ve ever seen and where the hell did you learn to drive a boat?” Steve probably remembers the exact words. We made them buy us lunch for that.

That’s Steve in the back of the boat getting towed back across the bay to the takeout hoist at the Tampa Sailing Squadron. He was bailing for his life to keep from sinking. This is a Southern Fish Class boat as opposed to the Yankee version. There were large fleets of these around New Orleans and in Tampa Bay back in the ‘50s and ‘60s. This was Fish #1 of the fleet here. I still have its sail out back somewhere. The hull turned out to be a total rotten mess and was not salvagable. If any of you want to build one I have the plans and the hardware saved from this one.



If something is easy to do we all have to make one to beat out the other guys. The first bunch of kayaks we made were wood with fancy decks, bamboo, rosewood, lace and other fancy stuff. Stan started it with a standard 14’ design. We tried them out and then

stuck them on the rack to rot away, which they did. We made a dozen or so of them. Then I got the idea of making them from foam and glass. Here are two, a 14’ single and a 17’ double. They are great!! Never rot and always ready to go, except for a few spiders to brush out, five of them were out today when Wally’s grandkids were here. I think all together we made eight of these things, notice the seats and cup holders. The single here weights 30lbs and can be used as a hat if it’s raining.

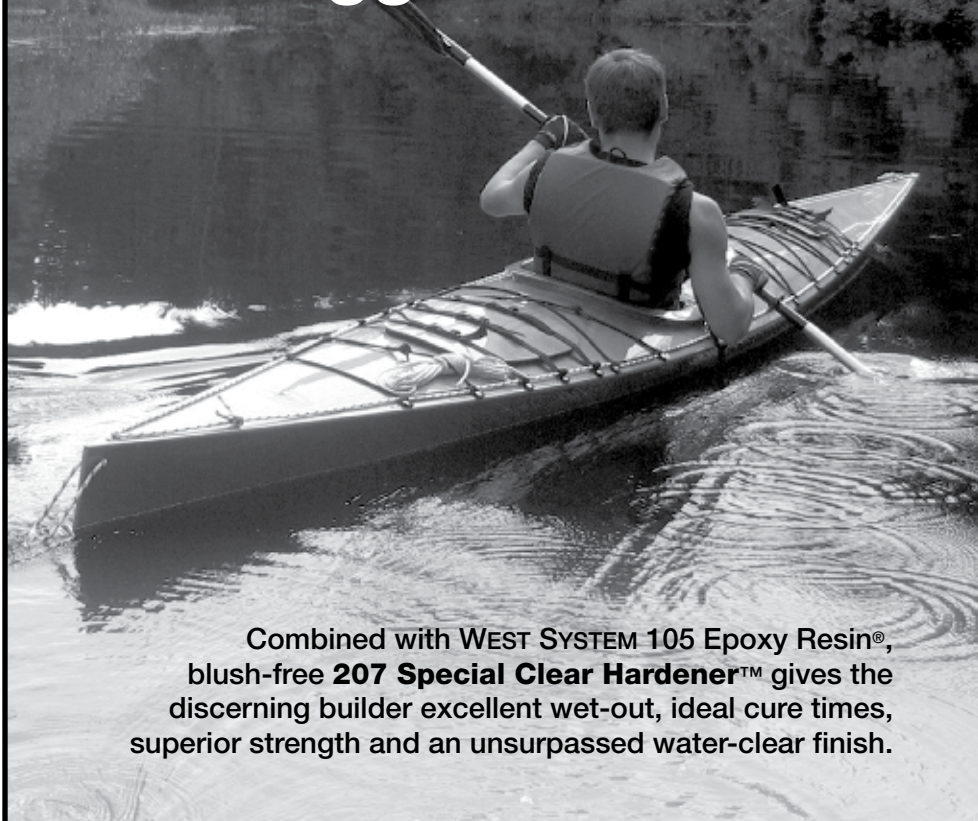
One day who should show up but the man himself, Charlie Morgan and son-in-law. He wanted to see these foam kayaks for himself because I’d said that they were super light and indestructible, as long as you don’t step into one on shore on a rock.



We also make some paddleboards the same way and they’re still here also, used these two for tables at Thanksgiving. It’s cool to sit down in the Tiki Hut and drink beer and shoot the shit with these old guys. It’s usually hard to get them started but well worth it when they do. I describe these guys as retired Kings of the World guys and can’t imagine doing all that they have done. George Lazier is another one I really enjoyed, he’s been around forever, I think he helped Noah build his boat.



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Progress on this catboat has been moving along with regular daily work, some days much more progress than others depending on the weather. There was extreme cold in March and it was difficult to set epoxy and paint, and extreme heat in mid May, 90° plus and difficult to move around much working, along with other distractions.

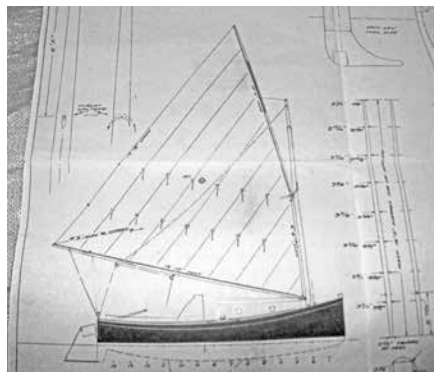
One of the first things I did was to NOT make any drastic changes like I had thought I would. I did make some. The changes were somewhat necessary because of the work done by one or more of the previous owners of this unfinished hull, not necessarily bad changes.

Some of the changes I didn't make were, I did not move the mast step aft 2' and add a small bowsprit like I thought I would. And I did not add a small mizzen onto the transom and make a small yawl out of it either, like I had considered. I thought that it would look good and work out well. I had the extra sails, hardware and such for that type of rig. I thought it would be an interesting look, a bit like a smallish Bolger Chebacco with a bowsprit.

I did not remove all of the seating framework that someone had epoxied onto the sides. This design called for 20" wide side decks that served as seating in the original plans. Someone narrowed the decks to 10" and installed the seating supports for inside seating. I did keep some of the seating and removed some forward. I removed the

## Bolger Harbinger Covid Catboat Update

By Greg Grundtisch



rowing thwart that crossed over the forward part of the centerboard trunk. It served as a side support for that part of the hull. I plan to replace it with a removable seat on the top of the trunk for rowing if needed. This boat is designed to be rowed easily but I will use a small 35lb trolling motor and keep the oars for an emergency.

I did move the foredeck aft 2'. It would add side support due to the thwart removal and make a space for storage under. I increased the coaming height to 4 1/2" to compensate for the narrower decks. I was told by Susan Altenburger of Bolger & Friends that, as the boat approaches a 90° heel, the wide 20" side decks help keep out all that water down there. I also squared off the forward coaming at the fore deck. The original plan called for the cockpit to be fully open up to the mast.

The spars are built and are being finished and the mast that came with the hull is sanded and varnished. The sail that came with it is still a question as it is slightly smaller than

what the plans call for, thus my earlier reason for considering moving the mast back a couple feet and adding that jib and bowsprit. The mast weighs in at a cumbersome 75lbs of solid Douglas fir. This makes it difficult to lift up and step every time I launch and I will, at some point, make a lighter one or figure out a tabernacle of some sort.

For now the plan is to keep moving forward toward launch day with what we have. That day very likely will have happened by the time this gets into print. The only things left to do now are finishing up the rudder and tiller and installing the simple hardware on the unstayed mast and deck. Then some touchup paint and varnish and we're off to the launch ramp. Or so it is planned.

The pandemic has brought me unemployment money and much free time to build this boat while sheltering and distancing and waiting for things to reopen. The local marinas have been partially opened and the launch ramps are said to open very soon. As of this writing most places of business in western New York will be open but at a much reduced level of operation. So now we slowly move on as best we can and wait for the "second wave" that may be a consideration for the summer or fall. It's going to be a strange season for messing about in boats and just about everything else for some time to come. I hope you all are staying healthy and don't forget to wash your hands!





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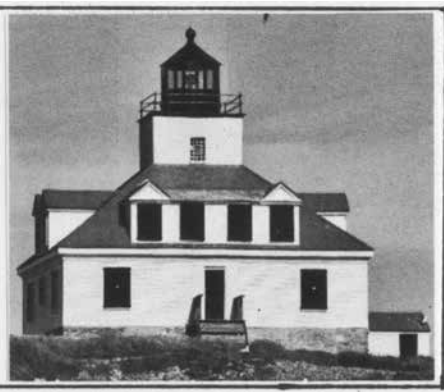
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Above, the three masted coasting schooner *Lincoln* sits in the basin moments after being launched on April 30, 1919. A.D. Story built the schooner on his own account and operated it out of Gloucester, carrying bulk cargoes of wood, potatoes and coal. *Lincoln* was a financial success for A.D. until rammed by the steam collier *Sewall's Point* in September of 1928. None of the six crew were injured and the ship's cargo of wood kept it afloat as it was towed back to Gloucester.

Below, a Saturday launch will always draw a crowd as it did on July 9, 1932, when the dragger *Superior* slid down the ways from the Story yard. *Superior's* keel was the last one laid by A.D. Story prior to his death, the dragger was finished by A.D.'s son Jacob. A closer look shows a small scow and clamming skiff pulled up in the foreground and some creative rudder bracing necessitated by the two post arrangement (stern post and rudder post) and large propeller of *Superior*.



The amount of lumber that goes into building a large wooden vessel is staggering. Closest to the camera is a pile of offcuts and odd pieces ready to be sorted and used or cut up for firewood. The A.D. Story yard used some of the scrap to fire the yard's steam box and steam powered bandsaw and the remainder was hauled by Jimmy the shipyard horse to townsfolk and businesses around town.



## Frame Up Essex Shipbuilding Images from the Past

By Christopher Stepler  
Operations Administrator  
Essex Historical Society and Shipbuilding  
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real time, find us on Facebook and Insta-  
gram @essexshipbuildingmuseum.



Below, activity on the framing stage has halted just long enough for the three framers and A.D. Story (at right) to pose for this photo, taken in 1887. Frames of an Essex vessel were assembled on a moveable stage laid flush with the keel, making it easier to raise the completed frame into place, a handful of futtocks, or frame sections, can be seen on the stage and the ground below. These futtocks were cut on the shipyard bandsaw, but prior to 1884 all the work of shaping futtocks was done by hand with a broadaxe. In that year Moses Adams purchased a steam powered bandsaw for his shipyard that was so efficient that most of the other shipyards in town had to get their own to stay competitive!

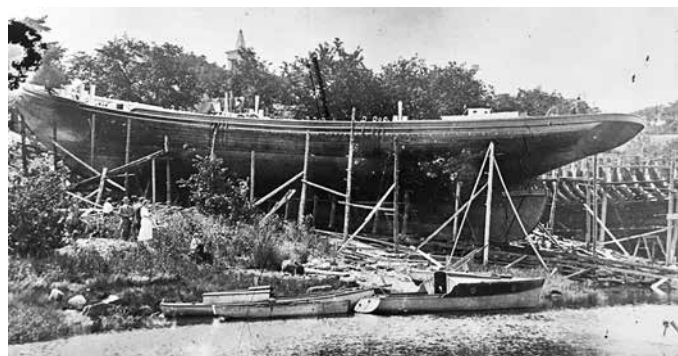


A stack of stock ready to be milled into futtocks (frame or rib segments) sits in front of the bandsaw.



**Right, the tide is high and the knock-about *Natalie Hammond* is ready to launch** in this photo from December 16, 1913. The rudder is clamped amidships and the launching ways for an Essex side launch are visible just under the stern. A crew of shipyard workers are on board, perhaps to finish up some last minute preparations or ride the vessel into the river and handle the drag and towing lines. The *Hammond* was the last schooner built by Leonard McKenzie, who had moved his operation to Essex from Pavilion Beach in Gloucester the year before.

**Below, this handsome vessel is the round bowed fishing schooner *Natalie J. Nelson*.** A round bow gives a schooner a bit more deck space, fo'c's'l space and buoyancy up forward when compared to a clipper bow, but will also throw more spray. Built in the Oxner and Story Yard in South Essex, *Natalie J. Nelson* was 97.6' long with a 24' beam, it was launched on February 24, 1903.



**It may be launch day for the schooner in the background** but my attention is drawn to the two motor launches and skiff that have been shifted clear of the schooner's path. The cabin launch is of particular interest with its flush deck, portholes and even a tiny butterfly hatch on the cabin top.

**So many fishing schooners were built in Essex** that it's easy to overlook the other vessels our shipyards produced. Between 1868 and 1911, 21 steamships were built in Essex yards, including the passenger and freight steamer *Shoe City*. Launched by A.D. Story in the fall of 1899, *Shoe City* was 132' long with a 30' beam.

**A heavily laden dory returns to *Ignatius Enos*,** a 41' sloop boat built by A.D. Story in 1894. Sloop boats were in local use from about 1880 to 1907, averaged 40' to 60' long and were mostly engaged in alongshore or market fishing. The hull design of these boats was essentially that of a scaled down fishing schooner and the best qualities of the larger vessels were retained in these sloops. The same holds true for Friendship sloops which are in turn "...a reduced copy of the Essex or Gloucester Sloop in model." (Howard Chapelle, *American Sailing Craft*)



**The Basin surrounded by shipyards (below)** from upper right on causeway around to left above village center to open saltmarsh at upper left. Successful launchings were often an issue due to shallow water and the short runout across the basin loop of the river, vessels running aground on the opposite shore could happen. The Essex Side Launch was a solution to this requiring much less runout before the momentum of hull was exhausted.



Helen of Troy had the face that launched a thousand ships. Christine Sciulli has the brain that helped ignite a program that will launch 200 model sailboats this year if virus conditions permit. A sculptor with a studio in Sag Harbor and a daughter at Sag Harbor Elementary School, Ms Sciulli teamed up three years ago with the Amagansett-based East End Classic Boat Society to help start a school program that this year was set to let hundreds of kids build model craft and learn nautical nomenclature.

Originating in Amagansett, the EECBS model classes expanded to Springs in 2019 and this year was set to start up in Sag Harbor and Montauk. Ms. Sciulli, 52, an energetic woman with a rapid delivery and flashing dark eyes, is the daughter of an industrial arts teacher. He was, she said, an ardent woodworker and boat builder who passed on his love of crafting things.

Previously, when her daughter attended Amagansett Elementary School, Ms Sciulli was on a parent teacher committee that brainstormed programs for kids. In discussion, the area's waterways and seagoing tradition came up. That, Ms Sciulli said, made her think of the boat club. Ms Sciulli had previously visited the Hartjen Richardson Community Boat Shop in Amagansett, where EECBS builds and restores vintage craft. She tracked down Stuart Close, the group's education director, and Mr Close offered a variety of teaching ideas connected to boats.

The program that was developed would involve teaching nautical terminology for first through fourth graders and the boat shop would provide kits with model-making components. Small paddleboats were for first and second graders and tiny sloops for the older children. Once she gave them the concept, Ms Sciulli recounted, the school took it and ran with it.

Last September, with her daughter enrolled in the Sag Harbor School District, Ms Sciulli contacted Sag Harbor Elementary School Principal Matt Malone about the program and its success in Amagansett. Sag Harbor joined the program with classes set for 65 children. Despite disruptions from the coronavirus, "We're optimistic that we'll be able to have the workshops. That's our hope," Mr Malone said in an interview in early March. He termed the program an exciting "hands on opportunity for our kids" and one that "ties in nicely with our social studies unit that focuses on the whaling industry."

Students from Springs School work on their creations during the summer program last year.



## THE EAST END CLASSIC BOAT SOCIETY



### Learning An Age Old Local Craft

By Daniel Hays  
Reprinted With Permission  
East Hampton Press 4/16/20



Springs School students testing the waters last summer.

Kathy Solomon, the learning lab teacher at Amagansett, said she loves the program, which gives kids hands on experience with materials and the ability to work outside. She noted people often come to the school with concepts that aren't formed to fit a school

program. Mr Close, a dedicated educator and yachtsman who taught chemistry at Rye Country Day School, "is highly organized, goal-oriented and knows exactly what he wants to do."

"He's very clear and he has great people," Ms Solomon said of the boat club education director.

By great people, she referred to the old-timers at the boat club, many of them retirees, who work with the kids overseeing the boat building process. "There's this wonderful intergenerational thing going on," Ms Solomon said. Before they get busy with their hands, Ms Close teaches the youngsters a bit of basic nautical terminology. They learn that the front of the boat is the bow, the rear the stern, right is starboard and left is port.

Garbed in protective glasses and dust masks, the students are set to work, first sanding and then painting their creations. Members of the boat club coach the process. The kids produce a wild variation of paint jobs on the different hulls. For the more basic boats, the paddle element is inserted with rubber bands. The older children add a keel piece, rudder and a mast with sails. When all the boats are completed, the kids put them in inflatable wading pools to see their creations operate on the twater.

Isabella Torres, now 8, took the class when she was a 6-year-old first grader at Amagansett. "I liked it," she said. "It was surprising to see the boat move in the water." She said her classmates really enjoyed the class and launching the boats. "Everybody was laughing and screaming," she said. Nathan Feyh, now 12, was 10 when he took the model class and built a sloop with sails. "I loved that program. I live by the beach," he said. He has taken the boat he built onto the waters of Napeague Bay to watch which way the wind blows it.

Mr Close, who praised Ms. Sciulli's vision, said it has been exciting to watch the program grow. "It has been great fun to observe the interaction between the students with their energy, respect and enthusiasm and the retirees sharing their experience patience and skill," he noted. While the program has been delayed amid the Covid-19 pandemic and state mandated school closures, the boat shop is ready and waiting, with hundreds of model kits waiting for small hands to assemble them.

Springs children learning about knots in a class last summer.



## While We Were Closed

While we were closed a few people used the time for some cleaning and repairs.



And on May 30 we helped last year's raffle boat winner, Colleen DeBaise and her husband Frank Guihard launch Anne at Louse Point.



First a row, then a sail.



The East End Classic Boat Society hosts local marine events, exhibits classic boats and conducts workshops to teach the skills necessary to build and preserve quality, hand-crafted wooden boats. Join us at one or more of this coming year's expanded list of events.

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October 2019: "Have I got a boat for you." Bob Luckraft, former President of the Catboat Association, celebrated skipper of the 1908 Herbert F. Crosby catboat *Genevieve* and master boat restoration expert, grinned from ear to ear. "She is a real beauty for sure and too nice to have her disappear. You've just got to take her on."

The craft in question, a 1904 Herb F. Crosby catboat named *Susan*, had been awaiting restoration "on the hard" for over ten years under a fraying plastic tarp in a driveway on Cape Cod.

I had formerly owned, restored and skippered *Buckrammer*, a 1908 Charles H. Crosby catboat, for almost 25 years. So I was aware of the maintenance and care demanded of an antique wooden boat. Thus my immediate answer should have been a resounding, "Not interested!"

"Well, I could stop by on Saturday to take a look," I sputtered. "Weather permitting, of course." Little did I realize how, at the ripe age of 69, I would yet again become seduced by the charms of a waterborne woodpile that by all rights should have been some coastal town's July 4th bonfire long, long ago. Nor would I have ever expected to learn, and continue to learn, more about her builder, her owners, her triumphs, tragedies, heart and soul than ever thought possible. Damn boats!

Saturday arrived. With a flourish Luckraft whisked off the remains of the tarp. "I told you that she was a beauty," he beamed. "All she needs is a new centerboard, maybe a few new planks, some deck members, maybe a rib here or there, a bit of an engine rebuild, a redo of her electrical system, some cabin-top canvas work, a bit of caulking, an interior refresh paint, putty, you know, just the basics." With that, Bob also handed me a photograph. "Here's shot of her back in the day," Luckraft explained. "Whadayathink?"

Candidly, the old girl, just sitting on the hard, did have beautiful lines but the old photograph depicted something breathtaking.

She was clearly not your average Cape Cod Catboat as her sweeping sheer and underslung rudder and overcanvassed rig bore the signature of a racing/cruising boat, not a cod fisher.

I was nibbling at the hook.

"Oh yah," Bob continued. "*Susan's* five owners, of which I am one, had built up a restoration fund over the years. There is still about \$500 in the bank. It is yours if you will take her off our hands."

## A Marvelous Mystery In Pursuit of a Catboat Legend

By John Conway

"Wait," I replied. "You and your partner will pay me to take this boat?"

"Yup!"

The hook, line and sinker set. "I'm in." I should have said, "Pray for me."

### The Adventure Delayed

The original plan would have brought *Susan* from the Cape to her new home in Westport, Massachusetts, sometime in March. Work could have begun once the snow stopped flying. Things went off the rail, of course, with the onset of the COVID-19 virus pandemic and the subsequent economic shutdown of boat haulers, boatyards and support staff. Essentially few, if any, boats would move until late May or June.

Well, almost nothing would move. Much of *Susan's* equipment and rig were scattered about the Cape in the attics, garages, basements and backyards of her former owners. Bob had her sails, most of her rigging, some fittings and two nicely restored mahogany cockpit seats. Her mast and spars and ship's wheel were keeping company within a tangle of clematis vines in another's side yard. Her forestay, some engine parts, lifejackets and cushions slept in the attic of yet another. Her binnacle, cabin doors, bilge pumps and winches found themselves in a Cape Cod garage.

With Luckraft's guidance and help I slowly accumulated the "loose ends" and transported them to my basement workshop in Westport. As needed I untangled, varnished, oiled and restored what we hoped were the sum of those parts. Time off from my "day job" due to the pandemic helped fill in for delivery time lost, that is, if I tucked the boat work into an ever lengthening honey do list. The extra time also allowed me to begin the process of researching the pedigree of the old bucket, a pedigree wrapped in a mystery that continues to this day.

### Resurrection and Restoration

With the help of an out-of-the-blue phone call, support from author and historian Stan Grayson and Catboat Association

research, I also came to learn that *Susan*, like most surviving wooden catboats of her vintage, seemed to have lived a number of storied lives.

Her registration and title revealed that that she was built in 1904 by Herbert F. Crosby, of the famous Osterville, Massachusetts, Crosby clan. Not much seemed to be known beyond that until she resurfaced in 1965 when Walter Krasniewiez, a Connecticut based enthusiast, found her as a derelict, fell in love and named her *Sunnyside*. Thus began what would become a 30 year affair that Walter called the boat's Resurrection phase (his first restoration of the boat) and then, about ten years later, her Phase 2 Restoration. (Much more will be shared of the amazing Walter Krasniewiez in a subsequent installment.)



*Susan*, as found in 1965 by Walter Krasniewiez, literally pushing up daisies somewhere in New England.

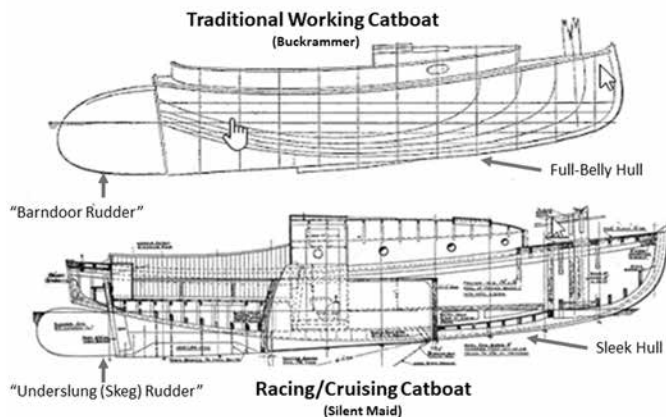
Walter sold *Sunnyside* in 1995 to Hoda Kaplin and Jeff Megerdichian, two Long Island, New York, based sailors who cared for and cruised on *Sunnyside* over almost 15 years. In 2009 the boat was once again put on the block until acquired by Bob Luckraft's "Gang of Five." They sailed her for a few years until it became apparent that another Restoration was due.

June 15, 2020: The good folks from Brownell Transport Services arrived right on time at eight o'clock on that rainy Cape Cod Monday. Within 30 minutes they had backed their ingenious boat hauling trailer under *Susan's* keel, removed the jackstands and blocks and securely lifted the boat up as gently as an egg from a nest. (If you have never seen a Brownell trailer in action you have missed one of life's jaw dropping experiences.)

The H.F. Crosby catboat, currently named *Susan*, under sail in 1904.



Some racing/cruising catboats, compared to their traditional work-horse cousins and in the quest for high performance, were thoroughbreds in hull shape and appearance.





Thankfully, the journey off the Cape proved uneventful. Within two hours Susan was safely back on her jackstand perch in Westport's F.L. Tripp and Son's boatyard. As I stood there in the rain surveying the situation and pondering what I had gotten myself into, my cell phone rang.

"Is this Conway?" the caller barked, "Susan's new custodian?"

"Yes, it is. Who's calling?"

"This is Bill Mullen. Do you have any idea that you might now be in possession of one of the most expensive, famous and historic boats that ever sailed in New England waters? Please don't hang up because, boy, has this boat got a tale to tell."

(To be continued)

### Epilog

The author and The Catboat Association are best known for the restoration and operation of *Buckrammer*, a 1908 Charles Crosby Catboat that graced the historic Westport Point waterfront for almost 25 years. Her berth there became a virtual motif and the subject of numerous artists, photographers and crafts persons. Two books, *Catboat*

*Summers* and *Buckrammer's Tales*, available from Amazon Books, chronicle her adventures during this time.

"The restoration of this H.F Crosby relic will once again place an historic catboat at the Point for the enjoyment of all interested in the history of Westport and the South Coast," Conway explained. "The boat clearly needs work," Conway continues. "Fortunately, most of it can be accomplished in 2020, the experts tell us, and it's reasonable to expect her back on the water for the 2021 season if we can raise the necessary funds. To this end we have established a crowd sourcing website. Project donations as small as \$1 would be greatly appreciated and can be made to: <https://gogetfunding.com/marvel-an-historic-boat-restoration-project/>.

### What of *Buckrammer*?

A sad tale that may (may!) have a happy ending. Conway heard this from a third party. So consider it "hearsay."

John sold *Buckrammer* to an experienced merchant marine captain based in Gloucester, Massachusetts. He was "downsizing" for medical reasons from owning and

single handing a schooner. He and his nephew were in the process of sailing the boat from Gloucester to Point Judith, Rhode Island, when disaster struck off Minot's Light. Conway does not know how she was struck but the force of the sea caused her mast to unstep. Pulled forward by the fore stay, the mast acted as a lever, flexed the boat's keel and broke her "back" at the centerboard trunk.

Through some miracle a nearby Coast Guard patrol boat somehow secured her and towed the wreck into Scituate Harbor before she sank. No one was hurt in the accident, thank goodness. Insurance declared her a total loss.

The happy ending? The wreck was sold to the grandson of one of her former owners (!), an experienced carpenter and cabinet maker (and maybe boatwright?). He had fond childhood memories of cruising aboard *Buckrammer* on trips to Cuttyhunk Island with his grandfather. *Buckrammer* currently sits under cover in the lot next to his home in Marion, Massachusetts, awaiting a new keel, ribs, engine and more. It will take a Herculean labor of love to bring her back, but then again, most cats have nine lives.

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### Boat Building

We are lucky to be busy in the niche market of custom boat building. Largely through our attendance at boat shows we've been fortunate to attract some of the nicest people one could want to meet who also have an interest in purchasing an APBY built boat. We are grateful for our ever growing customer base.

We have a lot of projects coming into our shops in the upcoming building season. Tony Davis and Bill Nash spent the better part of the winter designing a new 22' racing catboat. We will start production soon and we hope she will be one of the fastest 22' strip planked catboats to date. The design features modern equipment and technology combined with the lines of a traditional racing catboat from the late 1800s.

Head boat builder Leslie Gouveia is currently building a new 14' racing catboat also designed by Tony Davis and Bill Nash. This design will represent the fourth generation of 14' Arey's Pond catboats. The first APBY 14 was introduced in the early 1970s, the second design in 1984 and the third in 1996. The first model of the most recent rendition will be built in wood and will debut at the *WoodenBoat Show* this August.



Additionally, we are building a 14' catboat in fiberglass that we are hoping will be the first in a fleet of 14's for a sailing program on Mt Desert Island, Maine.

We are also building two open cockpit Lynx catboats, one headed to Lake George, New York, and one headed to Martha's Vineyard. We are drawing plans for a 29' Cruising Cat featuring all the high end details and craftsmanship that we are known for. We hope to start this project in 2021 and will report on progress. At this time we have openings for new builds in both the Lynx 16' and the Cat 14' models. Please contact us for more information.

Arey's Pond boat builder Dustin Page works on the hull of a 23' custom catboat. The hull and brand new Yanmar engine are now for sale on our brokerage site.



## Spring Newsletter

### Working Through the Lockdown

Our administrative, boat building and service teams have been extremely busy as we continued to work through the lockdown. Our administrative team worked from home and our service and boat building crews worked on a rotating schedule that allowed everyone to work alone in their respective shops. We had to sacrifice efficiency and speed for safety and, while it was challenging, we did our best to meet our spring commissioning deadlines.

### Cat Gathering Rescheduled

The *WoodenBoat Show*, which we attend every year, has been rescheduled to August 14-16 in Mystic, Connecticut. In order to accommodate both events, we have moved our 28th Annual Cat Gathering to August 21-22 and we have postponed our new AP Worlds event until 2021.

### Off to the Maine Boats

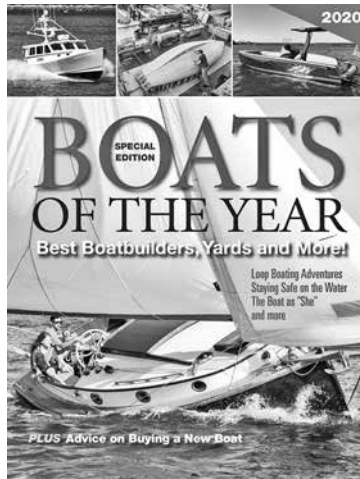
#### Homes & Harbors Boat Show

Rescheduling the Cat Gathering has a silver lining as we can now attend the *Maine Boats, Homes and Harbors Show*, August 7-9, in Rockland, Maine. We haven't attended in years and look forward to the opportunity to visit with our Maine customers.

### On the Cover of

#### Maine Boats, Homes & Harbors

In addition to winning a Classic Boat Award last spring, we were also honored by making the cover of *Maine Boats, Homes & Harbor's* "Boats of the Year" issue. Tyler Fields, a maritime photographer who has contributed to our website and recent marketing campaigns, shot the cover photo for this issue.



Along with many restoration and refinishing jobs, our boat building shop has also been working on a major internal project. We have been building a garvey style workboat that was designed in house by Bill Nash. This build is glass on wood and will be a perfect workboat for Pleasant Bay.

### Rigging Shop

Head Rigger Matt Dooley continues to be innovative and creative as he engineers rigging designs to make our boats more efficient and user friendly. This is exemplified in his recent work on the rigging design of our new 14' Arey's Pond Racing Catboat. In addition to building all of the wooden spars to fulfill orders from this past winter, Matt fabricated over 20 new gaff saddles which we will use on our new builds and for repairs and upgrades.



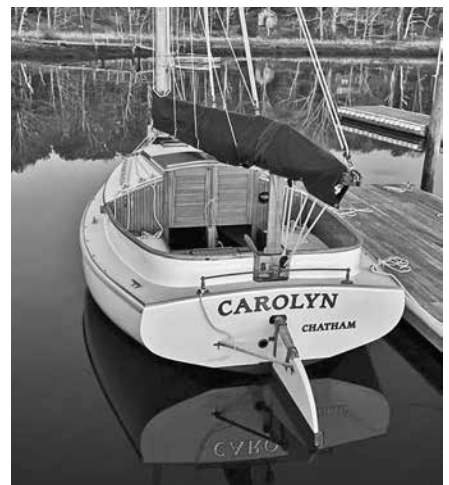
In other rigging news, APBY owner Tony Davis worked with Forte Spars to design a new style of carbon mast that can be disassembled for easy trailering, especially handy when attending sailing events in different locations.

### Canvas Shop

Geoff Cabral is keeping the sewing machines humming at the Cygnet Lane shop as he continues his excellent fabrication and design work. He is continually improving sail and canvas options for our line of Arey's Pond cats. Geoff has been busy washing and repairing sails and making cushions and covers for our own designs, as well as for all other styles and makes of boats. We thank all of our new and returning canvas shop customers for their business.

### First Launching

*Carolyn* (22' AP catboat) was one of the first boats to start the sailing season at Arey's Pond this year.



## Look for Us at the Boat Shows

*Maine Boats, Homes & Harbors Boat Show*  
August 7-9 Rockland ME

*WoodenBoat Show*  
August 14-16, Mystic CT

# A Cruising Boat Remodel

By Tom Young

Reliant is a Cape Dory 28 and turns 20 years old this spring. In the last six years she has taken us from Lake Champlain, our home waters in Vermont, to the Exumas in the Bahamas, to all parts of the eastern coast of the U.S. and as far down east as Bar Harbor, Maine. In that time we have lived on her for over a year on what have been some of the most memorable adventures Mary Ann and I have had.

In those six years I have done some "remodeling". It has been an ongoing project. When we first took a sabbatical of seven months to travel the east coast and Bahamas, we were just two plus "Arnie" our Springer Spaniel. Now we are four with Mary Jane and Tom-Tom. (Arnie is still with us and snoring as I write this).

I've spent the last 20 years designing and building custom homes in Vermont. This, combined with a lot of custom shop work and a love for boats, put me on the track of remodeling *Reliant*. I've seen some wonderful designs that inspired me to use various ideas. I like most any type of boat design, however, like my favorite house designs, the older styles are the ones I have a passion for.

Not being a boat builder, I had to find a boat I could work with and, more importantly, one we could afford. We initially looked at slightly larger boats but after six months of chasing boats we went back to one of the first we looked at. We had the sabbatical in mind when we looked for the boat.

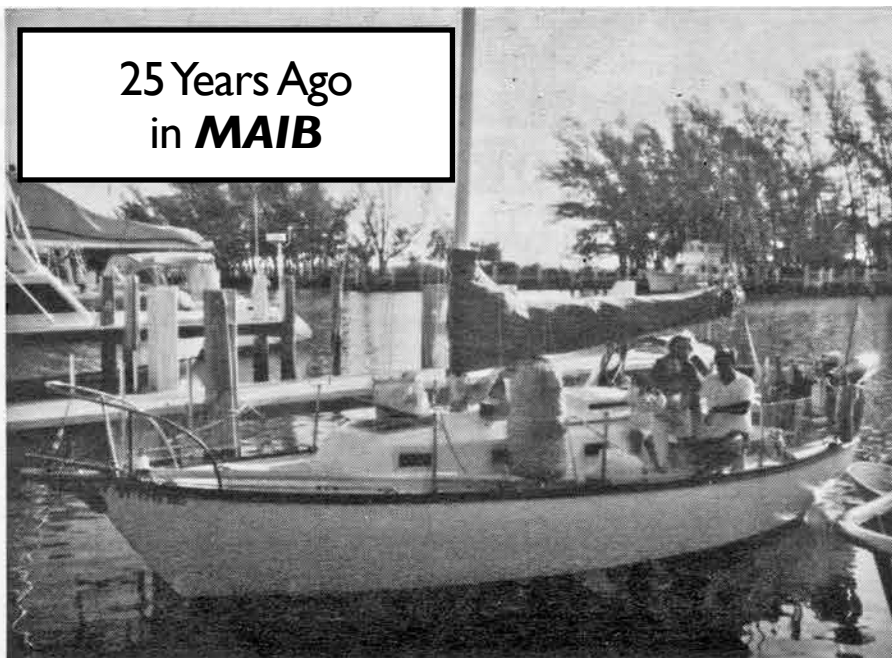
The Cape Dory 28 didn't seem to make sense when we began, even though I loved the way it looked. Heavy and slow, I incorrectly assumed. After looking at dozens of prospects it became more clear this was a boat we could work with. I think we became more knowledgeable about what we really needed. It was one of the more expensive 28 footers but now it appears after six years and thousands of miles that it is one of the more economical boats out there. The boat is robust and built with quality parts that are still in great shape. She appears to have lost about 10% of her resale value in six years. Repairs have been few and the need for most can be traced to my ignorance.

Too many boats had too much "space" but not enough room for the zillions of things we need while cruising; 30 footers with berths for six but room only for the clothes you have on. Most were built for speed. These "bigger" boats may not have allowed us to enjoy ourselves as we have.

I won't bore you with my bias but this heavy 28' boat is fast enough to be fun and up to everything we are, and more I suspect. Here is what we've done and why it works.

We have done very little to the cockpit because it works so well. One of the best things about *Reliant* is two lockers which run the length of the cockpit on each side. They hold our sails, extra anchors and rodes, two folding bicycles and on and on. A dodger, more than any other piece of equipment, makes life so much more comfortable.

25 Years Ago  
in **MAIB**



Her long cockpit is supposed to be a liability (so I've read) but most of our time is spent there. Many miles have been sailed with little ones in an inflatable pool (we do not travel light) under the awning. The pool fills most of the cockpit. The pilot does the steering, I keep watch and navigate.

We have kept the side decks uncluttered and only store there our spinnaker pole, which doubles as a whisker pole for our 120% and 85% headsails (looks odd but works). The small rear deck looks like a garage sale as we stow a lot of gear attached to the stout stern rail. A weather cloth hides it from the world. Netting keeps the crew onboard as well as items that are dropped.

We rely on a 25lb CQR on the bow and a HT12 Danforth on the stern and at least one more anchor and rode in the lockers (we lost two anchors in one storm and had a motorboat cut us onto a lee shore at midnight once. Sailboats have fouled our anchors too). At any time I can launch the CQR by removing a stopper line in a matter of seconds, because I can get there. I'm uneasy on a boat in crowded waterways without "brakes".

We keep a large sun awning we use when we are anchored for some time or as protection from rain.

Into the cabin. On the starboard side we have removed the berth. It's been replaced with a small dinette. It is not convertible to a berth. These two seats are full sized and comfortable (I'm 6' tall). They are big enough for an adult and child. This provides two spaces to relax, eat, read, color the chart with crayons etc. They are upright and large enough to support my back, something a berth usually isn't.

The table is strong enough to be a work bench. It has a high fiddle outboard that also doubles as a hand hold. It's raised height (drawing) makes it handy for everything even when standing, so it is seldom clear. This would be hard to achieve with a convertible arrangement.

Underway it serves as a navigation station. Charting tools, Loran, charts stow under the deck in two levels of cave

lockers. Its important we have a permanent nav station as I am one of the worst navigators I know and can use all the help I can get. This is not as dangerous as it sounds. The fact that I'm probably not where I think I am keeps my level of caution high.

A typical panic, mostly in our early years but still an occasion even now, would go like this. It's dark, raining and windy as we head for a channel in Biscayne Bay, Florida. We have been mostly off the coast for the last 36 hours and have had little sleep. Our sails are down and we are motoring into a new anchorage. Suddenly something doesn't look right, in a few minutes a lot of things don't look right. There may be a range but in the background is Miami and it's probably Saturday night. Close to us appears to be guiding lights to an aircraft runway.

As I am trying to find an airport in the bay on the chart, I realize I'm within a few hundred yards of a residential house. This becomes more alarming as I seem to be in a neighborhood. A glance at the depth sounder gives me its usual bad news just as it's 5 seconds too late and *Reliant* takes that all too familiar... landing. About all we could do was walk the anchor out to windward and set it.

We actually enjoyed a pretty good night. Seas were high but we were protected by the fact that we were on land most of the night. The morning found us hanging nicely off the hook in plenty of water. The Loran put me on the right chart to begin searching for where we were. A current had apparently pushed us way wide of where we thought we were (as if I don't have enough problems, the water moves). We were nowhere near our channel and were in fact in a neighborhood of sorts, they were on stilts but they were houses. I'm told that not only are they not on the chart, as of the last big hurricane they are not on the face of the earth. Navigation may not be my strong suit but I know a bad house site when I see one.

I may be blessed with dyslexia (some suspect I am) so maybe I shouldn't use a chart plotter. Mary Ann brought to my at-



tention in the Chesapeake on an early cruise that my lexan plotter was reversed. Letters and numbers still look correct to me when they are reversed. Parallel rules seem a better choice for me. As bad as I am, I love to navigate, and I'm sure I'm improving.

But, I have digressed. Back to the interior. Under the dinette seats is lots of stowage space. This holds all tools and spare parts. These spaces are bone dry so rusting is not a problem. It's nice to have the parts and tools on hand to fix a lot of things especially in the Bahamas. Other lockers exist beneath these.

Outboard of the dinette are bookshelves with cave lockers under. Forward of seats are two large dry lockers with doors. These usually hold dry foods. The top is fiddled and is one of Mary Ann's many decorating spots. She is an interior designer and has a fabric store. Our cushions? Black Watch plaid. She is responsible for most of the fun we all have (and whipping our chart plotter into the sea). When the dinette is to windward, a pillow levels and holds the navigator.

Port side works well for us. Originally a pilot berth was over a sliding lower transom berth. We needed a couch. How can a boat or anything else be a home without a couch (serious sailors are cringing)? In its couch form the backrest is back far enough to allow couch-like lounging. For a family sized couch we pull the sliding bottom out. Lots of throw pillows and 4" foam cushions (Mary Ann again) make it comfortable for two and more. By the way, lots of pillows make sense for us cruising. Wedge yourself in our berth underway and at the dinette on the low side.

Above the couch is a handy 12" wide catchall. It holds bags, jackets and what not. I designed it with our babies in mind but I didn't expect it to be as handy as a day storage area. Both Mary Jane and Tom-Tom still nap in the half berth at three and four.

Under the half berth behind the back cushions are two dry (due to fiberglassing the plywood to the interior hull) cave lockers for clothing.

For two berths we open the barrel bolts on each end of the half berth and slide the half berth inboard along wall mounted teak track to stops, and secure the barrel bolts to the bulkheads. We remove the 4" couch back cushion and place in the pilot berth, pull out the lower berth, and voila! The pilot berth has a hinged center door to ease entry. I sometimes sleep there and find it comfortable at 24" wide, but I like pilot berths.

The galley hasn't changed much. The Cape Dory 28 has an interior liner which molds in the galley but it seems to work well for a boat this size. Starboard side at counter height holds a small but deep sink with hot and cold pressure water and two Whale foot pumps for fresh and salt. The little guys hold onto the sink and walk in place on the two pumps (they help with navigation too). The pressure water was added primarily for showers. We used to heat water and use a sprayer but this was tedious. Now the diesel heats water while it charges our batteries while it pushes us at 6 knots while it burns fuel at about 2.5 hours per gallon. A connection is made at the sink for a cockpit shower.

The icebox is outboard of the sink and is about 3 cu ft. I've added insulation. A very large food locker is next to the icebox. Outboard under the deck are doors for small food lockers. Under all this is a locker which holds a garbage bag.

The port side holds the two burner stove. This is a pressurized alcohol stove. I know, I know. Who was it that said these things were lethal (currents are what scare me)? I thought I would replace it once it wore out but it seems infinitely repairable, mostly because people give me their old parts. We have used it for hundreds of hours and it hasn't failed us. If anyone has a real scary Kenyon in good shape (drop-in flush mount model 208) send it to me. Ours has been used so much we've worn the label off.

Behind the stove and over it we have nothing flammable. Under the deck are drawers and doors for cutlery and dishes. Small cabinets were built for both sides of the galley under the decks. Once I established the shape to fit, these were built at home, like any other piece that could be fitted later. A fire extinguisher is on the port side next to companionway. Underneath is a huge locker which holds everything from a lobster boiling pot to a percolator. Its large enough to hold a 20 amp charger too.

Its a small galley but bright and airy under the dodger and workable. We love to cook onboard.

For six years we have used a bulkhead mounted Force 10 cabin heater. It has burned from Vermont to Florida and of course Maine. It's fired by (hold on) propane as is a Force 10 grill in the cockpit. We keep a 10 pound tank strapped to the stern rail covered with Sunbrella so we don't cause a panic. The heater has saved many a day (we always turn it off at night). One Thanksgiving Mary Ann stuffed a 10 pound turkey in the grill. She had pots stacked two and three high on the two burner. I can still see the picture. The tiny cabin was decorated, candles burned, just the two of us in Beaufort N.C. in a snug anchorage. It was cold but we were warm and happy.

Forward is the head and hanging locker. The hanging locker is large with shelves in the back. The head has a sliding basin which in this small a space seems to work. A grate with a separate sump makes a shower possible in the event the cockpit is not a good place (like while in West Palm Beach). Lots of storage again is available for toiletries etc.

A large V-berth fills the forward cabin. It was raised high enough to give good foot room. Shelves over hold books etc, and the width allows two small gear hammocks to swing outboard for clothes. Under are two drawers and two lockers for more clothes.

The boat has wonderful ventilation. Two side ports and one overhead hatch in the V-berth, two side ports and a dorade in the head, four side ports and one overhead hatch in the main cabin. A small low power fan mounted in the anchor rode locker bulkhead forward of the V-berth has saved many a bad night. If it starts to rain and no wind is available to come through the dorade, this fan pulls enough fresh air through the rode hawse hole to keep the V-berth comfortable.

After this work was completed in the main cabin I painted. Some people I talk to are afraid to do this. *Reliant's* interior is woodgrain formica trimmed with oiled teak. Much of the work I've done is with white formica that matches the white headliner. After sanding the woodgrained formica with #220 to give it some tooth, I primed it with an enamel underbody, sanded again with finer paper and followed with two coats of eggshell finish white in a shade matching the headliner. I then sanded and varnished all the teak trim, original and any I added to new work.

The best trick I know about painting is always thin the paint no matter what the can says. It's still holding up well after three years. Matte finish formica makes a great base for paint. What a change.

Now the sails. For cruising we carry one main with two sets of reef points (200sf). It's easy to handle and reef. For headsails we carry an 85% and a 120%. We keep a 150% at home because we learned we don't need it. We carry a conventional spinnaker and use it a lot. We used to have a cruising spinnaker but didn't like it as much. This sail is wonderful off the wind in less than 10 knots or so.

Much of our sailing in the Bahamas was done with just the spinnaker up with the autopilot steering. Sailing in the Bahamas is much like sledding in New England. Trudge up the hill as far as you can stand it (motorsail, beat your brains out, to the Exumas), turn your sled around (fall off), jump on it and let it go (hoist a headsail and enjoy some of the best sailing there is).

The boat's 4' draft made it possible to enjoy much bank sailing. Mile after mile the full keel just off the sand bottom. I recall a day on the Little Bahama Bank with Mary Ann at the helm. We were on a port tack reaching at about 5 easy knots. I was plotting our position as I saw it and looking out the starboard port that conveniently is eye level when I'm sitting. There were no boats, or anything else for that matter to break up the endless shallow water.

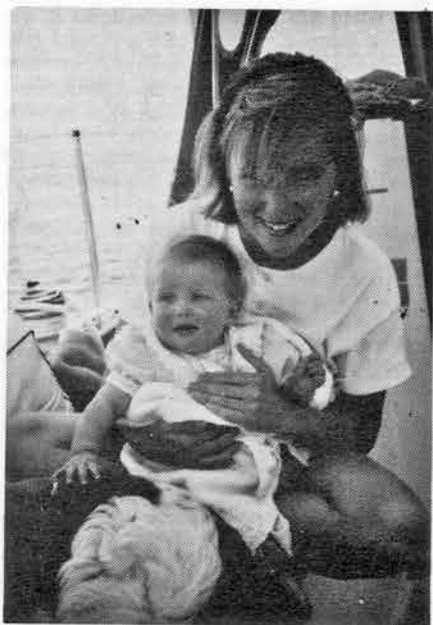
The colors that day were indescribable. As we heeled a little more I saw a large shadow just below our rail. A porpoise was taking a break from the sun and stayed in our shade for many miles. I found this exhilarating but then I'm no stranger to running aground. It's easy to be very alone in the Bahamas.

*Reliant* enjoys an autopilot. We use a Navico 5500 and have been more than pleased with it. The boat sails and steers so well I confess I use it almost all the time. We don't do much overnight sailing. I don't sleep well off watch and Mary Ann only sleeps on watch (a connection?). Seriously, for us its more important to find good anchorages for sound sleep. When we have to we can move the boat 40 to 70 nautical miles in a daylight cruise depending on location and weather.

I have moved *Reliant* along large stretches of the East coast by myself, inside and out, very long days but mostly enjoyable. For me the autopilot makes this possible. The trick is to start as soon as we can. We don't do a thing except raise the anchor and get the boat moving. Once underway, we make coffee, get dressed etc.

Sometimes this means motoring with





Mary Jane at six months on Lake Champlain. Pretty Mom!

the autopilot steering. I usually do this without waking anyone. Quite often we have been moving for an hour or two before the crew starts stirring. Obviously I am keeping the watch the area warrants. I love this time by myself and put it to good use. The batteries probably need some amps anyway and a mid-day hot shower wouldn't hurt. Once everyone is up the sails can be raised.

Two years ago I was sailing alone on my way to Block Island to anchor for the evening. The sun was setting four miles off the harbor entrance. I had just the spinnaker up in about 8 to 10 knots and *Reliant* was bubbling along at about 4.5 knots, about my favorite speed. A bluefish hit the jig I'm usually trolling and although what followed wasn't graceful

with a harness on, I pulled the sock over the chute, pulled the fish in, cleaned it and laid it on the ice.

While this circus act ensued, enough spinnaker was hanging out to keep our way while the autopilot kept us headed for the inlet. As I grilled the bluefish while enjoying my first stop on Block Island, the memory became permanently planted. I thanked the autopilot (capable of doubling our miles and allowing me to fish) and *Reliant*, but mostly Mary Ann, who makes all this possible. It was a day which fell just short of perfection, due only to the absence of my family. In three days they would join me in Portland, Maine.

Our electrical system is pretty simple with two 100 amp batteries and an alternator. When we are gone long term I've carried a third battery. Left in the battery locker it loses less than 10% per month but is there if we draw our bank down too much. This system serves our needs and only becomes a problem if we are anchored for long periods.

*Reliant* is able to carry all of our gear, which amounts to a lot at times. She carries 24 gallons of diesel in two tanks and 55 gallons of water in two tanks. When we spent four months in the Bahamas I estimated her load at about 2,000 pounds. Added to her displacement of 9,000 pounds this was a lot of weight in a 28 footer. She seemed to carry and we felt unencumbered.

Her hull stood up to the poundings my navigation at times put us through. We became adept at kedging ourselves off. In one grounding we so skillfully rowed our kedge out, winched ourselves off, and swung into position that we thought we might convince a boat nearby it was the only way we felt confident our hook was set.

A rule we had to break was electing to tow a dinghy. Try as I might there is no way a decent dinghy will fit on *Reliant*. All the cruising junk I read said towing was suicide. More than one person along the way said I was nuts (some of them gave me their alcohol stove parts). Well, we went anyway, twice to the Bahamas, once down and once up the East Coast (we had *Reliant* trucked north once and friends sailed her down another time).

We wanted a hard dinghy we could row. We have a good old fashioned New England style 8' pram. Its made of 1/4" AC fir plywood and not much else. I'm convinced the design of this boat with just enough rocker, light ends and blunt bow makes it a towable dinghy. I put a stout towing eye through the bow (just above the bottom is critical), spliced a thimble into 20' of 1/2" nylon and a shackle and seized this to the eye. I spliced an eye into our end and always keep that eye around a cleat while underway. After the sails are trimmed we lastly must trim the dinghy. It's amazing how many people don't know how to trim a dinghy.

This is a tried and true tender. The only thing it's great at is the ability to be towed under most any conditions. It is fair to good at all other requirements as a dinghy. I can't understand why this is not known. In 8' it carries a huge load, is as stable as a 9'-V-bow tender and cost 20% of a cheap inflatable. It's easily built (if you don't want to buy one) and it is repairable

endlessly (just keep putting screws in it).

It's true in certain conditions it can be a liability under tow but this is rare. Once off the coast of Eleuthera in 30 to 35 knots of following wind and seas it threatened to come into the cockpit, it was scared to death. The seas were breaking but *Reliant* was raising her stern nicely. We were flying with only the 85% on the forestay.

Our only problem was broaching. I was getting tired and when my concentration lapsed a breaker would turn us to take the seas on the beam (this is when an autopilot is useless). Obviously the planing dinghy was at least annoying.

My last ditch plan for this condition is simple. This thing is expendable! Let it out far enough to be out of its projectile range. This I did and assumed I would at least have the bow transom left with which to start a new one. It was amazing, the tender had just enough water ballast that it was in this condition unsinkable. It rode down the breakers, would disappear in the troughs and fight the long tether. Occasionally I caught it out of the corner of my eye as it passed our stern, missed us again I thought.

The dinghy still serves us well, I've replaced some parts, countless oarlocks and oars. We take the kids exploring in this dinghy. They understand being on the water when they are in it. A more functional piece of equipment I can't imagine. When we catch fish at sea I clean them in the dinghy, would you do that in your Sportboat? We dunk it to clean it. When we get back to the dinghy dock, it will be there.

I don't intend to make light of this rule breaking. My goal in cruising is to avoid all adverse conditions. This is of course impossible but too much of what I've read deals with conditions which are avoidable in coastal cruising which is what 99.9% of the boats are doing. We don't cross oceans, and we don't want to. I'll skip the chapter on sea anchors, we look for a cove to anchor in. I'm more cautious now than ever, we don't need a gale to get hurt.

Our cruising has become less long haul. We realize unless we have the time, we don't try to go too far (this takes the fun out for us). Our real enjoyment is exploring by boat. Coastal towns (the east coast of the U.S. is an incredible adventure), back waters, sounds etc.

Maine is our current adventure, and what an adventure it is. For the last two years we've only scratched the surface of this cruising ground. Nowhere on the coast of the U.S. have we found such protected cruising. We moor the boat on the Sheepscott River. We are in Robinhood Cove at Robinhood Marina. This is a wonderful area with wonderful people. If it's blowing too much outside there are infinite places to sail inside.

The mouth of Penobscot Bay is a day sail for us, weather permitting. The islands everywhere are enchanting. A day exploring Pond Island in Penobscot was a day made for two and three year olds. The lobster fair in Rockland, the waterfall in Camden, the rolling over night at Matinicus Island. Reaching up Eggmoggin Reach, anchoring among the beautiful boats at *WoodenBoat*. This is Maine.

Another year, with Dad in the dinghy.



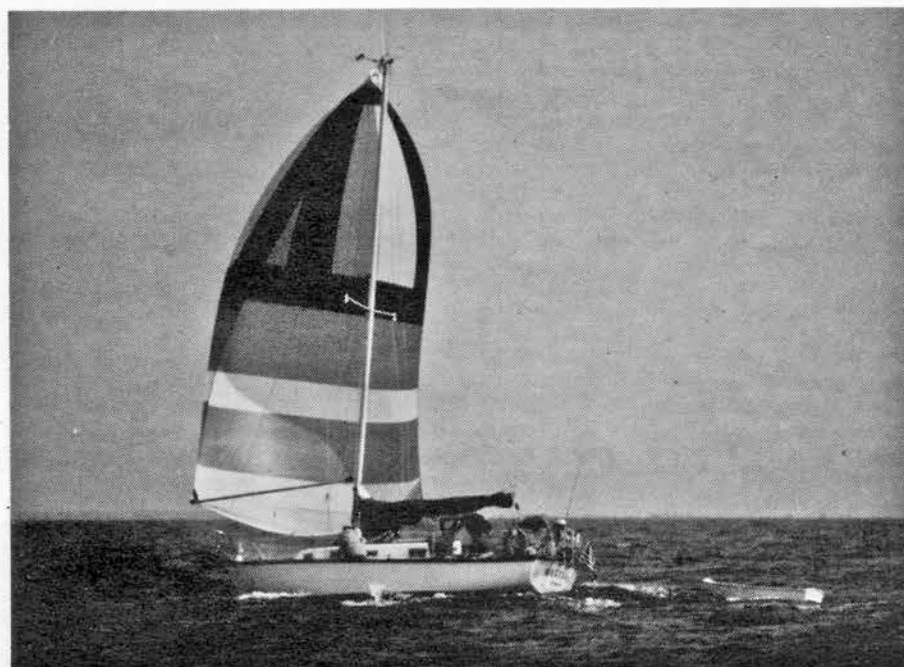
We use *Reliant* a weekend or two a month with a week's vacation thrown in during the season. The boat still seems to fit our needs. Often we arrive late on a Friday evening to a magical cove. It is oh so protected a cove that this family appreciates. Slowly the old pram takes all with gear faithfully in the direction of *Reliant*. We tie up alongside and see if old Arnie still can spring from the bow seat to the deck, he makes it and his cropped tail vibrates with pleasure to be onboard.

As gear is stowed and beds are made, talk about destinations for the weekend. The kids are happy to be on the boat. Arnie conks out under the V-berth. As Mary Ann and I get in the V-berth the kids titter away in what they call the cabin. Tom-Tom in the lower berth with a lee cloth and Mary Jane the leader of the duo in the pilot berth. After allowing a reasonable length of time for two and three year olds to gab I have to exercise my power as captain.

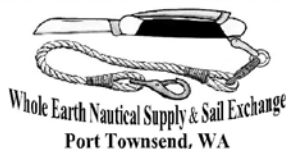
"Mary Jane and Tom-Tom its time to go to sleep," I say, to which I have heard the reply from the three year old spokeswoman:

"We were too sleeping, Daddy, and don't wake us up again!" Tom-Tom titters his congratulations to his sister as Mary Ann and I stifle our bursts of laughter. Not exactly the Waltons but I couldn't be more proud to be part of this crew.

Top: Tom Tom and Mary Jane (at two and three years) on July 4th, 1994, at home on the water in the dinghy headed for the festivities at Wiscasset, Maine.  
Bottom: *Reliant* broad reaching in Florida in '92.



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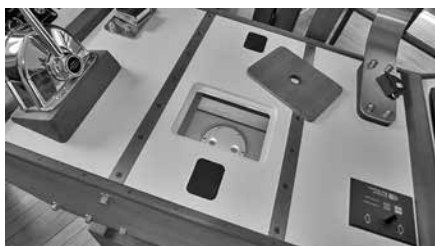
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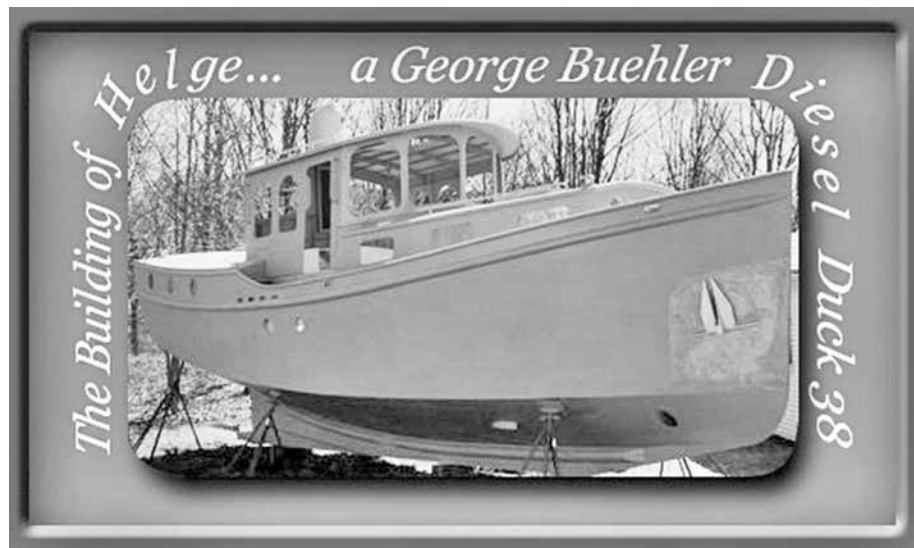
## The John Deere Expansion Tank

*Helge's* helm chair houses the engine coolant expansion tank. John Deere allows for a non pressurized system if the expansion tank is two feet above the engine. Maintaining two feet of head pressure prevents water pump cavitation. This constant pressure prevents sea water intrusion through a faulty keel cooler weld (i.e., the system won't go into a vacuum during the cool down phase). The tank is cast from a cross linked polyethylene plastic which is semi translucent. One can see the coolant level at a glance through the chair's sight window.



## The Building of *Helge* A George Buehler Diesel Duck Part 12

Wendell Gallagher is building a Buehler Diesel Duck 38. He had the steel hull built at a yard and trucked to his home and is doing the rest himself.

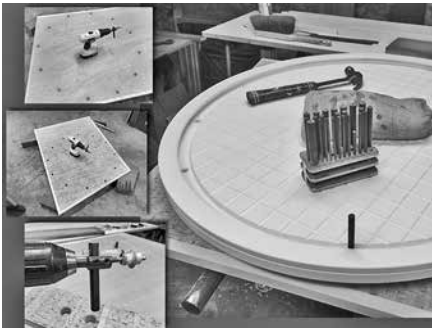


### The Aft Cabin Sole

*Helge's* aft cabin sole is  $\frac{3}{4}$ " okoume plywood lined with cork and trimmed with maple. The sole is secured with brass washers and screws. The shower pan station is divided in half, which allows access to the plumbing beneath.

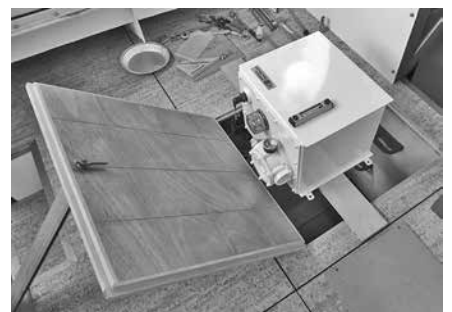
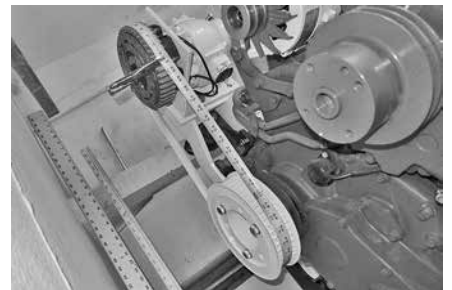


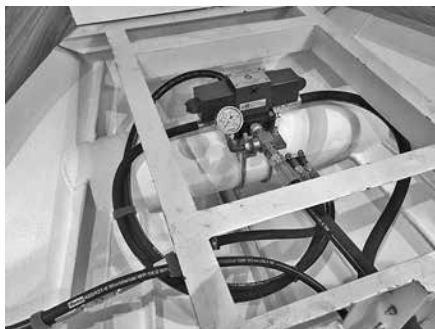
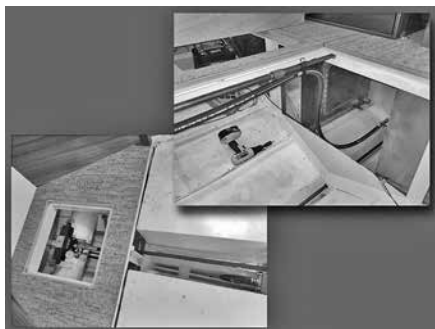
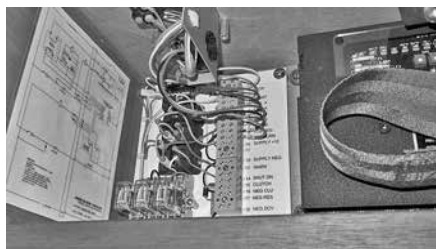
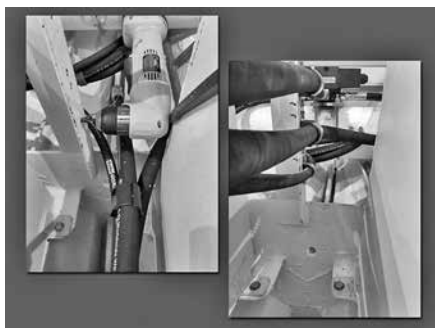
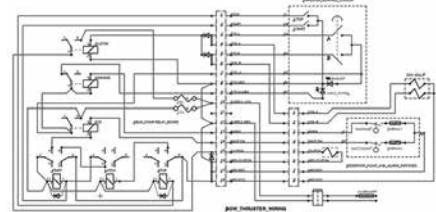
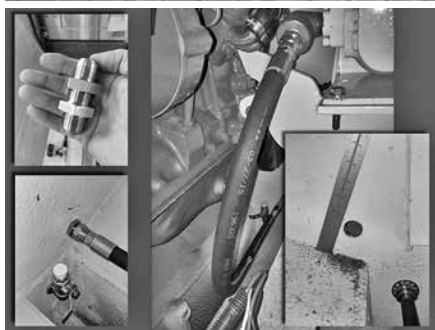
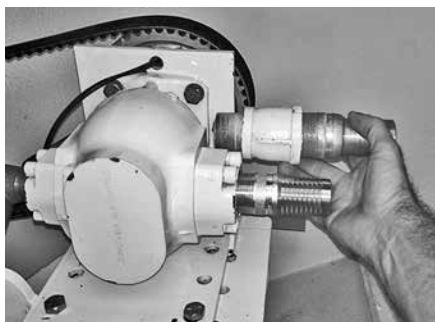




## The Bow Thruster

*Helge's* American Bow Thruster is mounted inside an eight inch tube. It will push 12 horsepower of thrust. The drive belt was custom cut by Young's Industrial and the hoses were sourced through McMaster-Carr.





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# Baltic Proas

By Janusz Ostrowski

SOMETIMES THE TERM 'DINGHY CRUISING' can cover a surprising range of boats and activities. For about fifteen years our group has mounted raids along the South Baltic coasts, occasionally joining fleets of classic dinghies in Raid Poland and Raid Pomerania, as we did in 2015, 2017 and 2018. The big difference is that we sail proas flying Crab Claw\* sails, which follow Micronesian boatbuilding concepts but are adapted to modern materials and the DIY technologies we prefer in Europe. Sufficient to say that proas with Crab Claw rigs neither tack nor gybe but shunt instead, and if we have to steer we use a paddle, but we very rarely need to. What can be achieved by trimming Crab Claw sails is incomparable.



gives such power. First Pjoa was 7m long by 3.5m wide under a 16.5sqm sail, emulating a flat water concept from Kiribati Island. This one almost joined the DCA Raid Poland in 2010.

Then one surprise followed another. Polynesians have invented boats which hardly slow down passing over crests, that go through waves so smoothly you can hardly hear the proa running at 6 knots, with suspension between hulls that allow them to work flexibly and semi-independently.



## Shunting?

(I don't want to introduce doubt, but I believe proas reverse when they shunt: this looks like a gybe.

Lovely to see,  
anyway—Ed)

The story began after reading *Aerodynamics of Sailing* by Professor Czesław Marchaj where he describes the exceptional qualities of Crab Claws. I wanted to learn by myself, and in normal sailing, what kind of mystery



\* aka 'Oceanic Lateen' or 'Oceanic Sprit' sailing rigs





I have designed and sailed on a number of proas, each one capable of micro-cruising along sea coasts. Each one has the ability to cross safely the seas breaking on the beach. Having no underwater foils like keel or rudder, and relying mostly on self steering, we are able to enjoy the open sea and the shallows (or both). Deep V-hulls ensure that we get upwind at least as well as others and manage rough seas even better. I sometimes go to sea at force 4 and rising, because we feel safe being able to strand within half an hour, almost everywhere. Well, the coast around here is a sandy beach 250 nautical miles long, so whatever the weather brings, we can find a safe strand. For that, each proa has to be light enough for the crew to get it out on to dry land, obviously.

*Mata Pjoa*, launched in 2012, shared the same dimensions and sail size as *Pjoa* but has followed Marshallese valap solutions for increased seaworthiness and good handling in high seas. She has proved herself capable of to handling 2m+ high breakers when landing in a F6. People have started aiming for car toppable proas, meaning a proa shorter than 5m and weighing less than 100kg, so easy to assemble or disassemble.

Luckily Paweł Kowalski has joined us, with his skills in

ABS materials, so we might also be able to address the possibility of chartering and initial training boats. *Pjoa Laguna* meets all requirements: 5m long with a 11sqm CC sail reefable to 8sqm, sharing all the benefits of her predecessors. We have published first instructions: "Basics of Sailing the Micronesian Way" at [www.pjoa.eu](http://www.pjoa.eu) so a first-time proanaut can save time on rediscovering all the tricks to keep a proa on the desired course and also change tacks. Paweł attended the 2017 Raid Pomerania with this boat.

The sea demands waterline length, as much for speed as for comfort. I expect a cruiser to get me quickly to a destination, or get out of trouble, at the same time sailing dry without exhausting me. I wanted the longest possible single-handed proa. *Puch Pjoa* is 6m long and weighs under 100kg due to sheathed cedar strip planking, so it can be powered by only a 12sqm CC sail, which I think is the a maximum possible for one person in a F 4-5 wind. Paweł and myself crewed *Puch Pjoa* during Raid Pomerania in 2019. (See Wojciech Baginski's report on page 40 —Ed)



We are often asked about the potential for speed, which depends mostly on sea conditions. On flat water, we have reached 15.6 kts on *Puch Pjoa*, but in a sea over 1 metre high, the top speed was 12kts. Practically, for calculating a trip, we vary from 3kts (achievable when paddling) to 5.5kts in favourable conditions.

We hope to join the 2020 Raid Pomerania with our newest boat, *Folk Pjoa*: 5m long, car-toppable and optimized for DIY construction. And costing around 1,000 euros to build. JO





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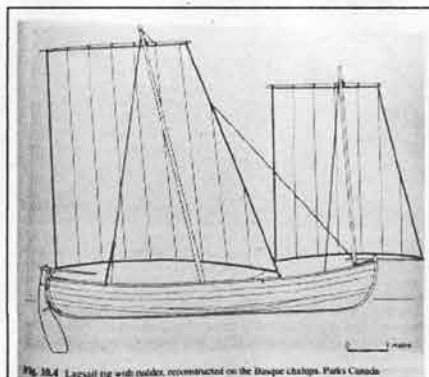


Fig. 10.4 Chalupa rig with masts, reconstructed on the Basque chalupa. Parks Canada

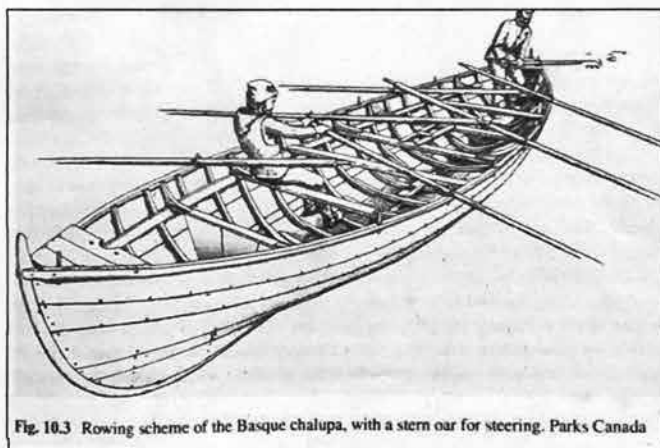


Fig. 10.3 Rowing scheme of the Basque chalupa, with a stern oar for steering. Parks Canada

## Maine's First Ship: Reconstructing the pinnacle *Virginia*

### Wabanaki Shallops of the Northern Colony

By Rob Stevens

There were many boats mentioned in the Davies Journal of the North Virginia Voyage. Two types were canoes and shallops in the possession of the Wabanaki. By August of 1607 the Wabanaki would have had 100 years of experience with European boats. On July 31, 1607, the *Mary and John* met a "spanishe shallop" with 8 "Salvages" and a boy who approached but could not be enticed to trade. After a while they "boldly" approached the ship and 3 of them stayed on board overnight. The next day a different "Biskay shalloppee" came with three women with beaver skins to trade. By labeling these shallops "spanishe" and

"Biskay," Davies appears to be making a distinction between these shallops and the larger ones (I believe based on capacity) brought by the Colonists.

Sometime in the 1500s, if not earlier, Basque whalers and cod fishermen had been coming to the Northeast coast from Spain in June and returning by early January. They brought with them partially disassembled chalupas to be used as whale-boats. These chalupas were rarely brought back to Spain

and it is estimated 100s were left behind yearly. These would be submerged in ponds and lagoons, like birch bark canoes, to secure them and prevent them from drying out. These chalupas were expected to last three years. Sometimes the Wabanaki would buy one, or often they would just take them when the whalers returned to Europe. When the whale harpooners returned they would recover it if possible and it was not considered a big deal that it had been used. Harpooners who did not return would rent their chalupas

to other whalers and if it was lost, there was no compensation because a rent had been paid. The Basque chalupa was built in Europe, about 26 feet long, round bottom, curved stem and stern, lug sail, 6 crew.

In the 1500's there are numerous references by Europeans and Natives



MFS shallop Jane Stevens

using boats. Europeans often commented on how confident and competent the indigenous peoples were in using these European-style boats. For example, the "Salvages" the Popham colonists met told of their chief Mes-samouet, an influential Mi'kmaq chief who built shallops, spent one winter in France, and would sail his shallop off shore to meet the Europeans so as to control the trade between Europeans and Indians.

Stay tuned! In the next newsletter I'll write about Wabanaki canoes and English boats.

## Virginia's sails under construction in Appleton, Maine

By Jim Nelson

While research and discussion is still on-going concerning the engine to be mounted below Virginia's deck, work is well underway on her true means of propulsion — her sails. Through a generous grant from the National Society Daughters of Colonial Wars, Maine's First Ship has been able to contract with a local sailmaker to build Virginia's six sails, and the first part of sail construction is already complete.

The sails are being made by Dayle Tognoni Ward, co-owner, with her husband Tom, of Tradi-

and went to work at Bierig Sailmakers and then later for Nat Wilson of East Boothbay, the premier traditional sailmaker in the country.

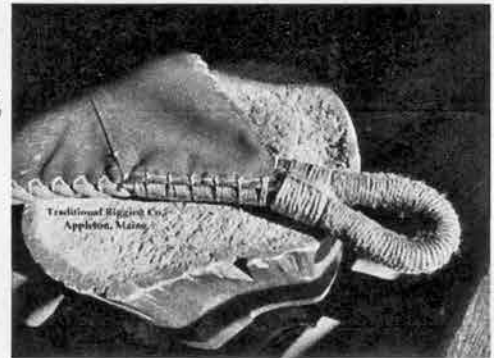
The sail loft at Traditional Rigging Co. is committed to building historically authentic sails and is quickly becoming the go-to loft for many traditional vessels. Dayle has already built sails for Mayflower II, Mary E. and a number of other ships and boats.

Virginia's sails will be made from a fabric called Clipper Canvas, woven in the UK.

Clipper Canvas is a polyester cloth that's made to look and feel like natural canvas, but much lighter and more durable. Rather than the traditional white, Virginia's sails will be "tanbark", a brownish red hue.

Tanbark is a brew made from boiling tree bark, often oak, in water and it was used for centuries as a preservative for hemp or cotton canvas. When the sails were soaked in the tanbark solution they took on a reddish color, which the Clipper Canvas will mimic.

As with many things about our new Virginia, there is no way to know if the original ship's sails were tanbark or not, but there is every likelihood that they were, given how commonly that preserva-

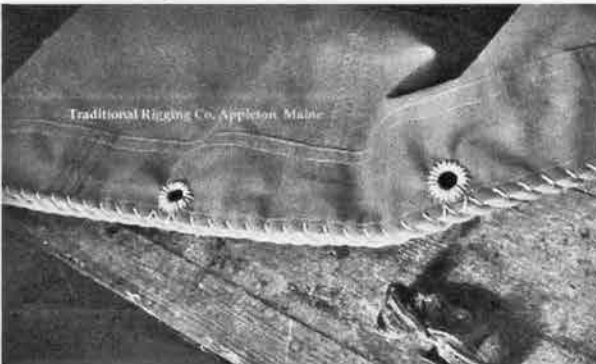


tive was used.

The rig (that is the arrangement of masts and sails that Virginia will carry) is an unusual one even by the standards of traditional sailing ships.

She will carry three squaresails — the spritsail, under the bowsprit, and the mainsail and main topsail. The others, the staysail, the sprit and the lateen mizzen, are fore and aft sails, that is, they set parallel to the ship's centerline. This arrangement is dubbed the "deep-sea rig." Research into the design of the vessel led to the conclusion that the colonists might have re-rigged Virginia for her trans-Atlantic sail, replacing the simple, two sail "coastal" rig shown on the Hunt Map with the more complicated rig our replica will sport.

With the ship launched and rigged, and the sails bent on, we look forward to seeing how Virginia will handle when driven by the power of the wind. One thing, however, is already clear — she will be a dramatic and eye-catching sight.



tional Rigging Co. in Appleton, Maine. Dayle's knowledge of sails came, initially, not from sewing them in a loft but from handling them at sea.

Prior to becoming a sailmaker she worked professionally as a crew member aboard traditional sailing ships, and has thousands of sea miles under her belt.

Dayle first went to sea at age 17, sailing in the ships Niagara, Pride of Baltimore II, and Spirit of Massachusetts, among others. After two trans-Atlantics and a European tour in Pride II, she moved ashore



# Meet the Pakayaks

Pakayak, the hard shell touring kayak which can fit in the trunk of a car and be checked as luggage on a commercial airplane, has introduced a new model which is called the Bluefin 142. It is composed of six interconnecting sections expected to weigh no more than 55lbs and able to be assembled in less than three minutes like the original Pakayak Bluefin 14. When assembled, the Bluefin 142 is 2" longer than the original, the length of the cockpit is now increased to 48.5" from 45" for 3.5" more legroom but packs down to the same size as the original Bluefin 14 to fit inside of a special 3.5' long wheeled backpack.

For those who already own the Pakayak Bluefin 14 but are looking for a little more legroom, the two new cockpit pieces can be purchased and will work with their existing Pakayak Bluefin 14 to make it into a Bluefin 142.

Pakayak was originally launched in 2016 and since then the US made Pakayaks can be found in more than 25 countries. One adventurer used his Pakayak Bluefin 14 to travel more than 236 miles over 17 days through the Philippines. During his journey he carried nearly 80lbs of food, water and gear on his Pakayak. His longest day included paddling more than 26 miles and at times he endured 4'-5' seas and winds exceeding 25 knots.

The Bluefin 14 and 142 both include two watertight storage compartments, two bulkheads, a padded seat, adjustable foot braces, reflective safety lines, bungee deck rigging and both front and rear handles. An optional rudder is also now available. Visit Pakayak's website to learn more about the different offers currently available.

## About Pakayak

Founded in 2016 and headquartered in Higganum, Connecticut, Pakayak was born out of the desire for a packable performance kayak. The design uses a system of interconnecting sections which allows for Pakayak's full scale kayaks to nest within themselves for effortless storage and travel when not in use. Pakayak hulls are constructed from high grade resin specifically formulated for the kayak industry and utilize a system of patented clamps and seals to create a watertight and rigid performance kayak.

Length: 14'

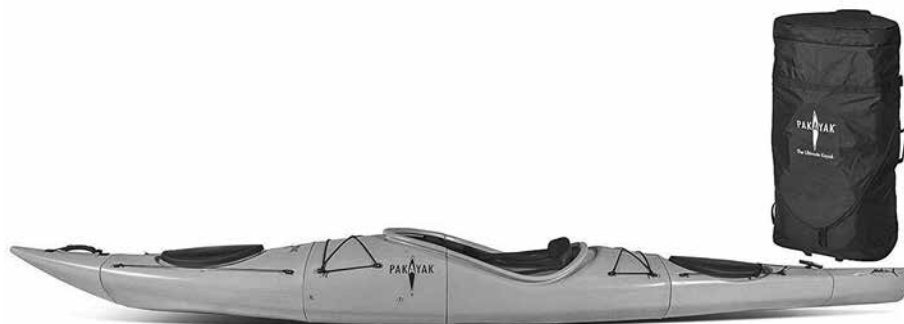
Weight: 59lbs

Cockpit: 18"x34"

Includes zipper bag with wheels

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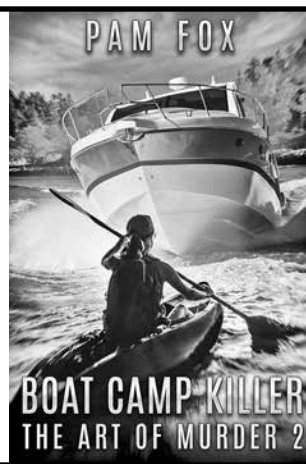


## Kayakers Who Like Mysteries... Here's a Treat!

*Boat Camp Killer*, second book in the Art of Murder series by Pam Fox, features artist Kate, who travels in a truck camper with a Kevlar boat on top. It sees action in the Adirondacks — lots of action as Kate dodges powerboats and bullets. Join the adventure!

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## New from CLC: The Guider

Length 18'7" - Hull Weight 600lbs - Beam 72"

Max Payload 900lbs - Rowing Draft 9" - Sailing Draft 36" - Sail Area 125sf

John Guider has covered more than 10,000 miles in open boats, 8,000 of them in the original "Skerry Raid." In 2019 he returned for a new boat, this time to run in the Race to Alaska. In his honor we named the new design "The Guider." Compared to the original "Skerry Raid" (née "Expedition Skerry") that John Guider sailed and rowed around the Great Loop (and beyond), the new boat is bigger (18'7" vs 15') and heavier. The design brief included more storage, room to sleep aboard in comfort and the ability to push the boat harder in rough and windy conditions.

While the Guider is fast and handy under sail and oar, there's an emphasis on safety and camp cruising comfort. There's plenty of room for two adults to sleep in the 6'6" long cockpit.

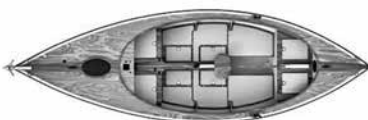
It's quite possible that no CLC design has been subjected to such rigorous on water testing since its launch in March 2019. From the unforgiving Race to Alaska course, to Chesapeake Bay gales and wintertime capsize drill, the Guider has proven itself to be a polished rowing sailing cruising machine.

The interior includes lots of built in storage and flotation (there are 12 watertight compartments in all) and a small footwell. The Guider is ballasted with 200lbs of lead, which may be increased if daysailing or lightly loaded. The pivoting centerboard is cut from aluminum plate. The rudder is in an inboard trunk, doubtless one of the more controversial features of the new design. Although it complicates the build slightly, designer John C. Harris likes the trunk rudder for its efficiency and good looks, but most of all, to avoid having to grope awkwardly over the pointed stern to adjust the more typical kickup rudder.

From start to rigging and launch, we built the first boat at CLC in 22 working days. Building times will vary, this was with three to five professionals working from a precut kit. Construction is intended for builders who are already comfortable with epoxy, fiberglass and stitch-and-glue boat building. We have shipped two more "beta" Guider kits since 2019 and the assembly has proven to be smooth and efficient. Of note is the excellent 38-page manual created by CLC's Dillon Majoros. The package features beautiful detailed drawings and assembly details. We highly recommend downloading the PDF of the manual to get a feel for the project.



"The Guider" 2.0  
LOA - 18'7"  
Beam - 72 1/2"  
Total Disp - 1100lbs  
© Chesapeake Light Craft 2019



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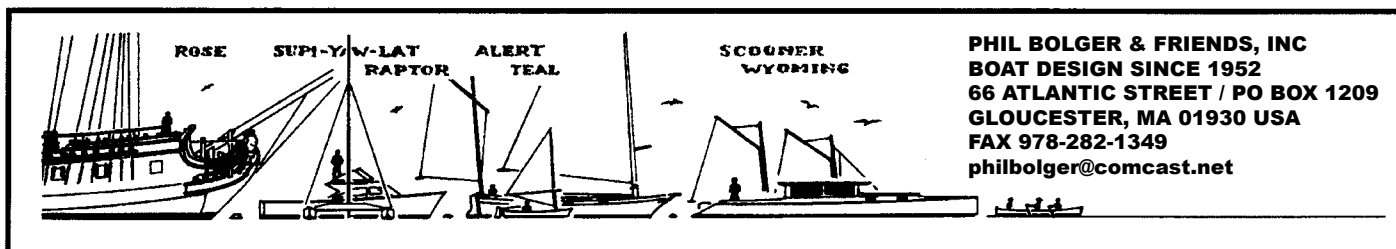


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## Phil Bolger & Friends on Design

Design Column #550 in *MAIB*

Design #503 (Aluminum) Sea Bird '86 - Design #525 (Plywood) Sea Bird

23'0"x7'9"x2'6" x 276sf x 4,150lbs - Long Keel Dipping Lugger/Gaff Sloop

### Part 1 of 3

This is our Design Column #550. Between this office's output and *MAIB* supporting the discussion of our work, together we've probably broken, quite a while back, just about every record of any such collaboration in any printed magazine of publishing that many pieces on one design office's work across so many successive issues. After a few pieces scattered around in earlier *MAIB* issues by Phil and by others, including Editor Bob, this continuous effort here began with the June 1, 1991 copy of *MAIB* when it was still published every two weeks at some 32 pages, half of today's monthly page count.

There were a couple of stumbles in the aftermath of Phil Bolger's death on May 24, 2009, where pinch hitting Editor Bob Hicks pulled earlier pieces out of the *MAIB* Archives to recycle these. However, apart from such few exceptions, these 550 discussions have been ever changing, ranging all over the design spectrum in terms of size, purpose, materials, then across boat building experiences and even deep into design centric fisheries politics and never inhibited by any editorial limitations. Finally, this seems to be *MAIB* issue #744, meaning *MAIB* is nearing its 750th issue!

In this August 2020 issue we'll go from long keel coastal cruiser Design #530 *Newfoundlander* to long keel coastal cruiser Design #503/525 *Sea Bird* '86 and thus from Newfoundland and Massachusetts to central and southern Chile. So, instead of tradi-

tional plank on sawn frame construction for #530 using a lot of black locust and requiring thinking in boating seasons and once a year launching and once a year haulout routines, #503/525 leverages soon to be traditional (it's been around for decades after all!) welded aluminum or plywood/epoxy/fiberglass to allow road hauling at will, even in summer heat, to be followed immediately by her launching and prompt setting off on that weekend or month long cruise.

And to get this straight early, Design #503 refers to the welded aluminum 1986 design of her, with the identical design drawn for plywood/epoxy/fiberglass construction in 1987 as Design #525. She will look familiar also from that brief comparison with the Chebacco-21 Long Keel Gaff Cutter study on pages 48-50 in the *MAIB* issue of August 2016, Vol 34 No 4.

Here is what Phil wrote about #503/525 *Sea Bird* '86 in his 1994 book *Boats With An Open Mind*, based on a piece originally written for the *Small Boat Journal* in 1986 in response to a reader inquiry and later presented here in *MAIB* Vol 15 No 9, September 15, 1997 pp 20-22:

Dear Phil: You have already updated L. Francis Herreshoff's Rozinante for us (oar auxiliary canoe yawl, *Sensible Cruising Designs*, International Marine, 1991). Perhaps you'd like to update the old *Sea Bird*? In a trailerable plywood version the *Sea Bird*'s shippy looks would really catch the eye and yet not tax the retirement budget too much.

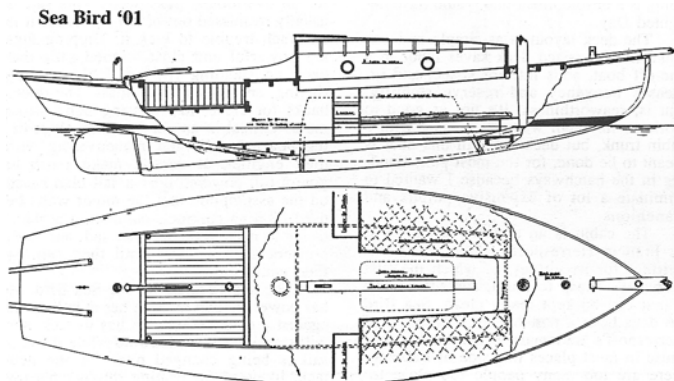
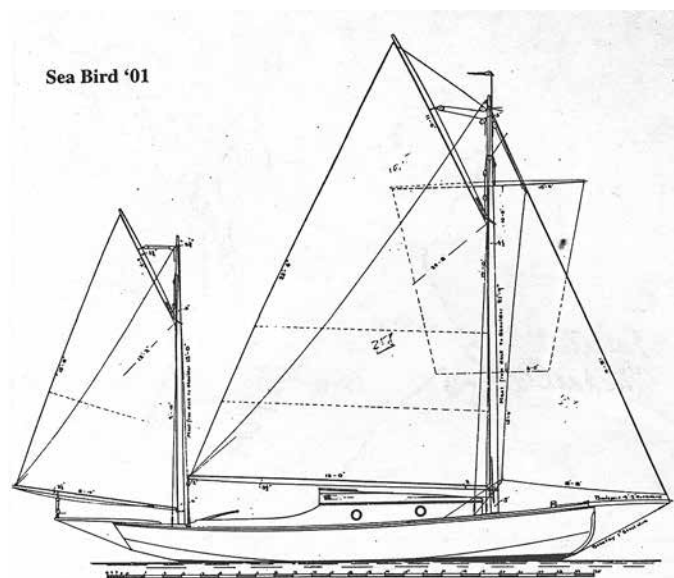
I'd like the whole thing to trailer behind a six cylinder vehicle. We would plan to use a pickup with a cap for stores and onshore berths, cutting in and out of the Intracoastal Waterway and exploring the lakes and shores of the Northeast.

William Salter, Delhi, NY

Dear Mr Salter: What Thomas Fleming Day had in mind when he set Charles Mower to work on the plans of *Sea Bird*, and Lawrence Huntington to build her, was to show that a very modest boat could keep the sea routinely. Day was an offshore seaman and an advocate of "the strenuous life" in the Theodore Roosevelt mold. He was contemptuous of fair weather yachtsmen and smooth water boats. The racing rules of the time were producing some of the most unseaworthy boats that ever sailed and Day was concerned for the health of the sport. *Sea Bird* was his illustration of what a sensible recreational boat should be. The year was 1901.

Day was a great spirit. He was always on the lookout for overlooked possibilities and was interested in anything that opened up boating to people who weren't rich and socially prominent. *Sea Bird* was designed to be cheap for small boat shops to build and attractive to home builders. The hard chine shape with straight frames was, at that time and for long after, supposed to be easy to build. That was a fallacy in pre plywood times but so widely held that it would have been a crusade in itself to combat it. It was a good construction for knock down kits. The supplier did the lofting and beveling, making it fairly easy for a novice to get the shape accurately set up to plank. Quite a few *Sea Birds* were built that way and a lot more were started but never finished, as was the way of kit boats, then as now.

What Day did with *Sea Bird* was to take her out more boldly than was then usual.





He sailed out around the Nantucket Lightship and he offered a prize for an "outside race" from New York to Marblehead around Cape Cod, which was the beginning of modern ocean racing. A few years later he navigated one of the first three yachts to race to Bermuda. It's ironic that Sea Bird is the ancestor of the IOR fleet. Day would have liked the way the IOR crowd go to sea, but he would have disliked the cost of the boats and the pervasive sea lawyers. The OSTAR would have been more to his taste. He demonstrated that Sea Bird could stay offshore for days and nights, heaving to for a rest or if the weather turned dirty. Eventually he sailed her across the Atlantic. He wanted it known that a cheap little boat could do more than slip timidly from one Long Island Sound harbor to another.

Having made his point and seen it absorbed, he turned to powerboats and later to outboard motor boats, still with the object of showing that they could go to sea. He navigated two motorboats in races to Bermuda and took the powerboat *Detroit* across to Ireland and on to Russia. Later he took a tiny boat with one of the first Evinrude outboard motors from New York to Boston. All these exploits were desperately uncomfortable but they weren't very dangerous (except for the carefree way they treated gasoline at the time) and they weren't expensive.

My proposed Sea Bird '86 is strictly in the Day spirit. She is a fairly cheap boat, suitable for an experienced home builder, fit to go to sea and designed to use her motor with no inhibitions. She's built of tack and tape plywood, prefabricated from diagrams of key panels to obviate lofting and jiggling. She's biased toward the part time builder who wants a boat, not a carpentry challenge, and who has to work in short stints.

The shape would be good for an aluminum boat. Day would have approved of the no maintenance quality of unpainted aluminum as soon as he could be convinced that it wouldn't evanesce as the aluminum sides of the America's Cup boat *Defender* did about the time Sea Bird was built (*Defender's* aluminum sides were riveted to a bronze bottom near the waterline). The plywood boat is sheathed with fiberglass to speed up finishing and reduce the consequences of neglect. Day liked sailing better than polishing. His boats were plainly finished and not always squeaky clean.

The original Sea Bird was built as a centerboarder, with all her 1,000lbs of ballast inside. I calculated her displacement from the published plans. Mower's designed waterline implies a displacement of 4,100lbs. Her actual flotation shown in photos of her trials must be well upwards of 5,000lbs. Since Mower was a good estimator of weights who did not make mistakes of that order, I surmise that he was thinking of much less ballast and gear than Day put into her.

Sea Bird was changed to a keelboat after a couple of years because the centerboard trunk spoiled the cabin. Day and Huntington had a difference of opinion about the shape of the keel, with the result that she eventually got a full keel much bigger than was necessary. The keel shown for Sea Bird '86 is like the one Day wanted, with the minimum depth that would ensure reliable handling in bad conditions. A short, deep fin would make her faster close hauled with a skilled and alert helmsman, the shallow keel is stronger, calls for less concentration on the

helm, is probably faster reaching and running and hangs on better hove to.

Sea Bird '86 is shorter, narrower and shallower than the original. The difference in length is mostly due to cropping the stern overhang to take the outboard motor. The Evinrude demonstration mentioned is proof that Day would have approved of this cheap and simple power installation which saves drag under sail and keeps all the fuel outside the boat. I squeezed the breadth to bring her well inside highway trailer limits.

The trailer boat, even those like this one that are not very practical to launch down a ramp, is a development that would have delighted Day. The deck layout is as simple as I can make it. The raised deck saves labor in a one off boat, adds interior space and increases buoyancy and reserve stability, that is, seaworthiness. It's not as good to work on in rough water as a deck with a cabin trunk but deck work in this boat is meant to be done, for the most part, standing in the hatchways because I wanted to eliminate a lot of expensive pulpits and stanchions.

The cabin is an updated imitation of L. Francis Herreshoff's H-28. Read his writings for its virtues, of which the first is that it's cheap to build and the second that it can be kept really clean. Sea Bird '86 does have a portable toilet in place of Herreshoff's trademark cedar bucket because in most places this side of Labrador there are too many people too close together to tolerate the implications of buckets. The current generation of portable toilets is wonderfully good, I use them in much more pretentious boats than this one. I've walled off the head for those who feel they need the privacy. This cabin is designed to camp in for short cruises. It's possible to live comfortably for a long time in a cabin this size, but the stowage arrangements need long study and many hours of joinerwork, all of which is best done after the owner has grown familiar with the boat.

The dipping lug is my own campaign for an overlooked possibility. This sail is usually dismissed out of hand because it is so much trouble to tack it. Dipping lugs are powerful and close winded sails that need no standing rigging, little running rigging and only a short mast. The drawbacks for close maneuvering don't strike me as critical in an era in which all cruising boats do all their maneuvering with their engines. It doesn't make sense to give a full powered

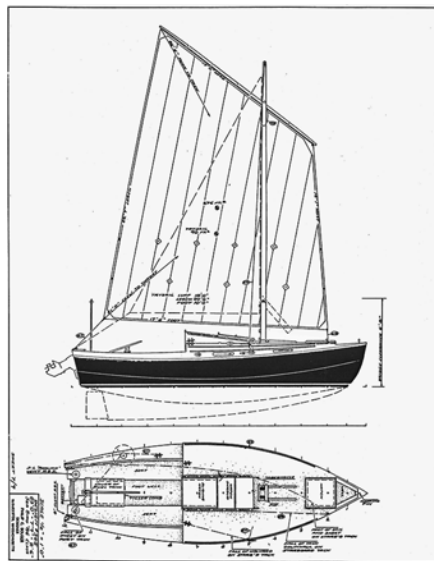
boat a sail plan based on the assumption that the motor won't be used. Marina contracts commonly prohibit trying to make a berth under sail and most cruisers don't set sail until they can lay their course.

The specified motor for Sea Bird '86 has power enough to drive her at hull speed against a chop. When she has to tack, she will steam dead to windward while the lug sail is being changed over for the new tack, likewise for beating through narrow passages. In a long and short tack situation she would take the short tack under power, lowering the sail but not shifting it. She's a true motorsailer with a higher performance under sail and power than that of comparable boats, especially boats of her cost. T.F. Day was not the man to lock into a line of thinking based on the fact that racers have to maneuver without their engines (which they start as soon as they cross a finish line).

The mast is stepped in a tabernacle with its heel above deck. It's so short that neither counterweight nor strut is needed to raise and lower it, handy if you lose the end of the halyard. The trysail shown in broken lines is primarily for heaving to. Sheeted over to the weather quarter, it will keep her steady and quiet, making a square drift with a big radar reflector displayed while the crew rests. It can also be sheeted flat to steady her under power in a seaway. In either case, wind resistance is tiny compared with the tower of wire and struts vibrating aloft in most cruisers. In a hurricane, there's a chance that her mooring will hold her unless something with a tall standing rig drags into her."

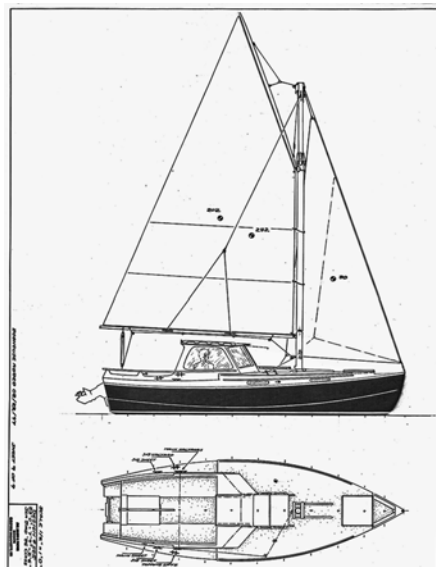
To that introduction to her we (by then it was indeed the two of us) added the following during our discussion of #503/525 in that September 15, 1997 issue of *MAIB*:

"Not many people bought the argument about the dipping lug. We thought the rest of the concept was too attractive as a straightforward smaller cruiser to let it lie idle because the rig was unpopular. The gaff sloop rig, with loose footed jib, can use the mast and tabernacle designed for the dipping lug. While we were at it, we showed the option for a mast of regular schedule 40 aluminum pipe. The mast should stand reasonably well without staying since the jib is only 80sf but, in any case, shrouds and/or backstays can be added if the luff of the jib sags too much with the bending of the mast.



The same arguments about wind resistance made for the dipping lug apply to this rig, it has one more halyard and a stay or three, but is still very low and clean compared with most contemporary rigs. The mast is less than 19' long above the tabernacle pivot, and can be struck down flat as fast as you can pull one shackle pin. All sail handling is still done from cockpit or hatchways.

We next looked at some shelter for the cockpit. As already discussed in the recent article on the 20' Col H.G. Hasler, we've grown increasingly intolerant of the "stay out and take it" dogma. Even Tom Day, in the 1900s, was beginning to suggest that some shelter for the helm was desirable, at least in powerboats. In this case, we had some interest in the design from a Puget Sound sailor and from an Englishman. "A normal English yachting summer would be considered an unparalleled disaster on the American East Coast" (Carleton Mitchell). "Every year we say, 'This is the worst summer we have ever had'" (Uffa Fox). So we added the doghouse over the companionway and forward end of the cockpit. These big glass areas used to be dangerous, but with Lexan or laminated glass they no longer are.

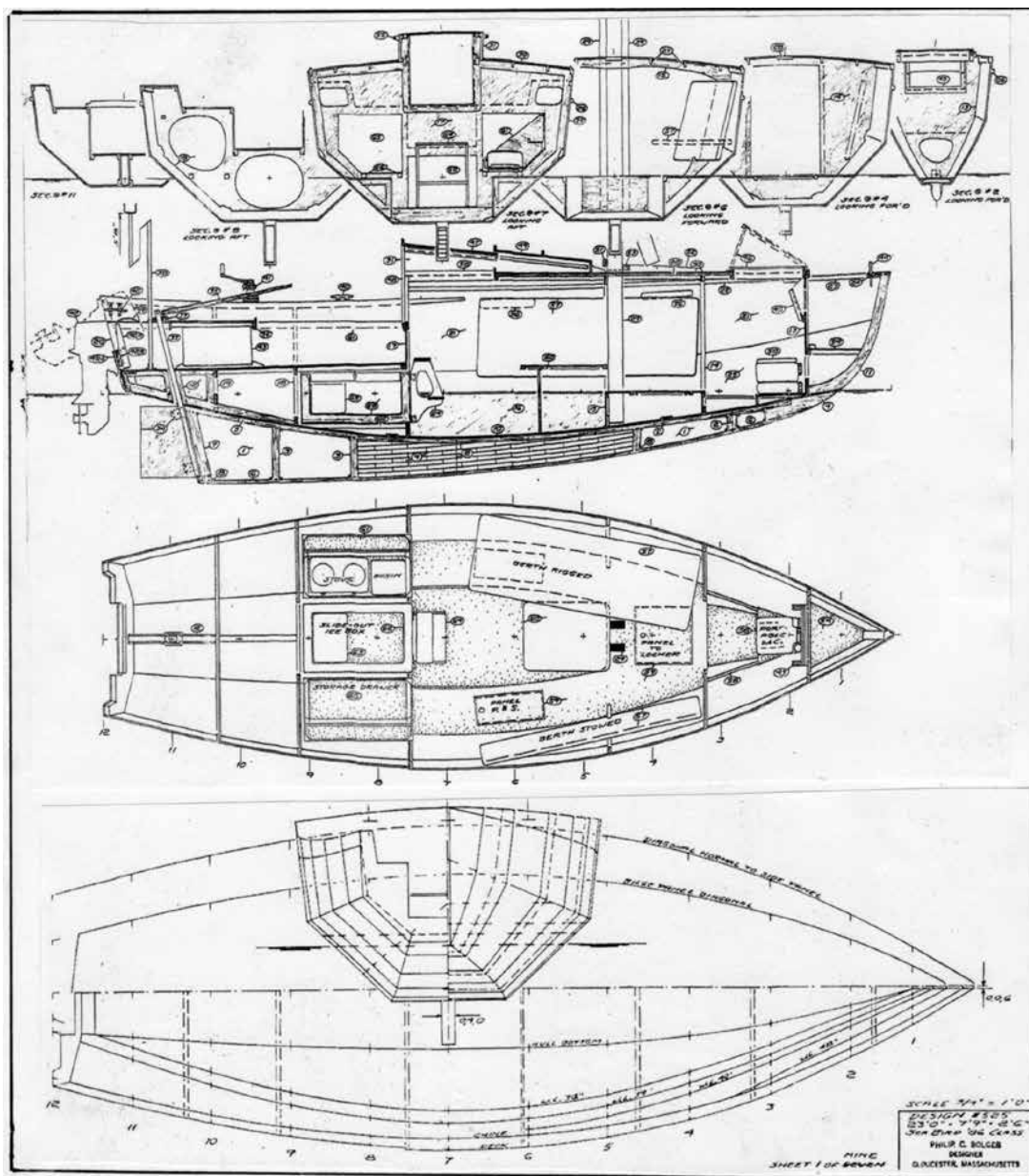


While we were at it, we raised the cockpit coaming with an added railing. As designed, this cockpit gave a feeling of being on top of the boat rather than in her which is only pleasant in very good weather. We both agree that the pilothouse version is the best looking of the three.

I (Phil) eventually had a good sail in a boat built to this design. She was tiddly at anchor on account of the narrow waterline but carried her sail well in a good breeze. Nothing seemed to need alteration though I would certainly rig her with a peak halyard now. With that, there's much less hesitation to tack.

So what was this about Sea Bird '86 in Chile, as in South America? David C. from Santiago de Chile had bought a set of plans of her quite a while back. And what he did with them is worth a good discussion in the next issue. In the meantime, grab an atlas and study where around Santiago de Chile you'd go sailing!

Plans for Design #525 plywood Sea Bird '86 consisting of nine sheets featuring all versions are available for \$300 from us, Phil Bolger & Friends, 66 Atlantic St, Gloucester, MA 01930-1627.



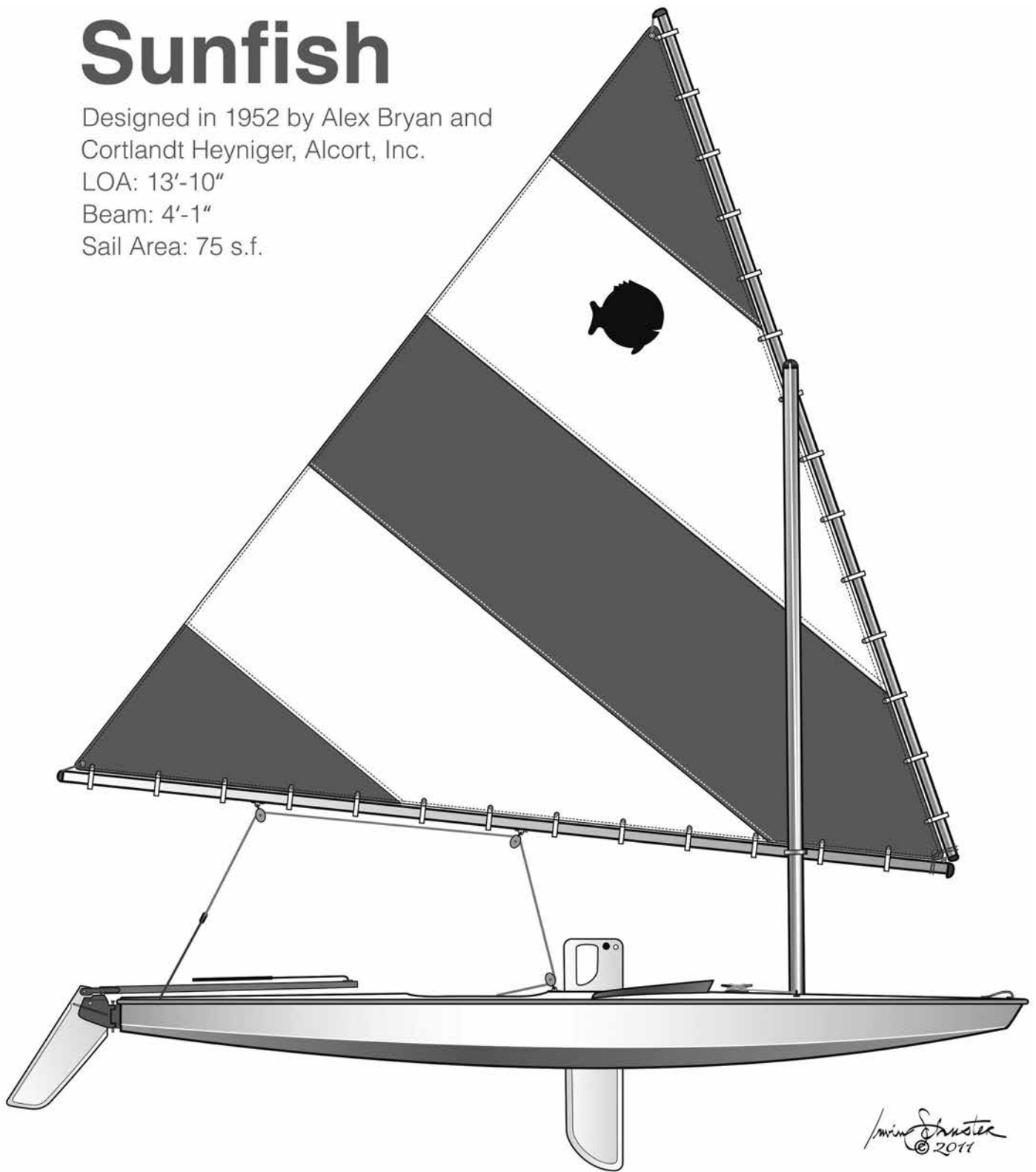
# Sunfish

Designed in 1952 by Alex Bryan and  
Cortlandt Heyniger, Alcott, Inc.

LOA: 13'-10"

Beam: 4'-1"

Sail Area: 75 s.f.



Small Craft Illustration #22 by Irwin Schuster

[irwinschuster@verizon.net](mailto:irwinschuster@verizon.net)

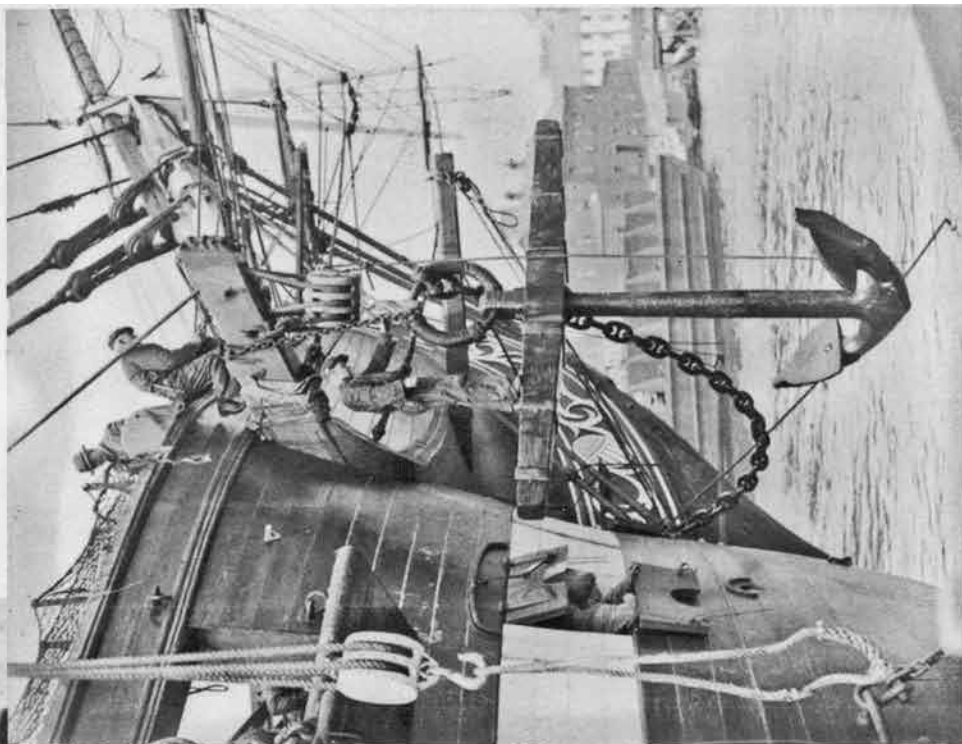
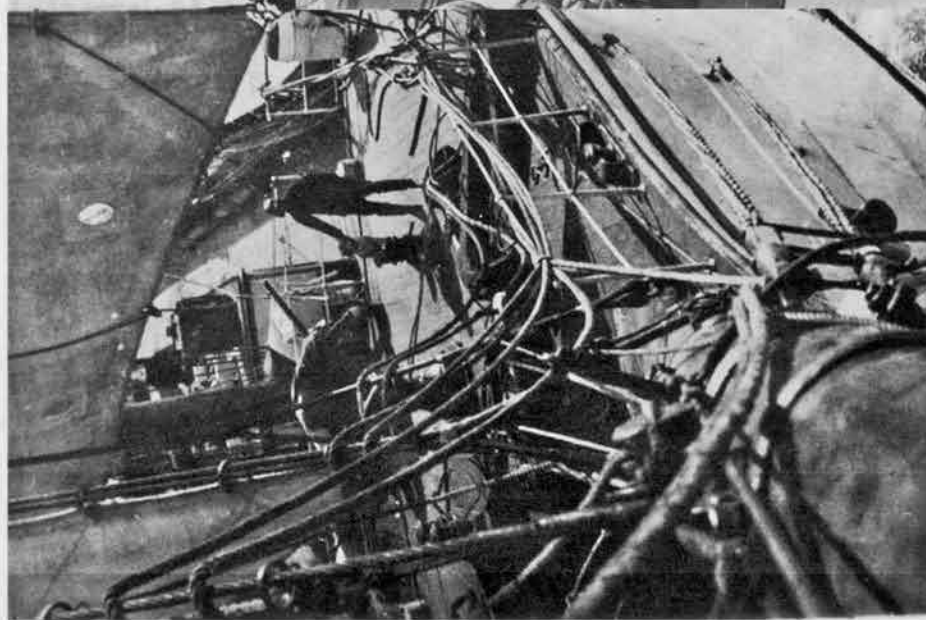


# MORE



## Ship's Log Tampa Bay Ship Model Society 13

**AGAIN:** A few more images of the real thing, illustrating scale and clutter aboard vessels working and under maintenance. Every part necessary, and therefore had to be kept in shape. Classic "weakest link" story. "For want of a nail, the shoe was lost" and so on to loss of the war.



Photos liberated  
from the [www](http://www)  
for educational  
purposes!



New three strand nylon rope/line has a potential problem that some people may not be familiar with. The new material is slippery and knots can come untied under some circumstances. I know of one airplane that was flipped at its tie down when the "knot" on one side failed in a gusty storm line. I also know of one anchor that was lost when the bow-line knot slipped from the taut relax motion involved. In both cases, the slippery line's knot "untied." The solution, until the slippery part is less so, is to tie a "stopper" knot at the end of the line sticking out from the actual knot. Such a knot requires a bit more of line to be used, but it does the job. The other option is to sew the end of the line back onto the standing part with wax thread or dental floss tape. The idea is to keep the knot from untying by stopping the slippage.

If you are thinking about purchasing a boat, along with everything else, consider the insurance on the boat. My personal opinion is to forget about a package deal included in your home insurance. Boat liability, collision damage and the like are a different kettle of fish (pun intended). My approach was to ask the company that I was considering for the insurance to recommend a surveyor they would accept. It would do little good to hire a surveyor and have the survey refused by the insurance company. If you have not considered the insurance company, at least get a surveyor from one of the professional associations such as the National Association of Marine Surveyors or Society of Accredited Marine Surveyors.

While you may have a little boat on a trailer, the liability from an accident may be considerable. For example, a friend of mine was coming up the St Marks River in reduced visibility. He was going as slow as he could with an outgoing tide and the river current when he misjudged the flow and hit a day marker. He now had a hole in the boat and his wife had been injured from the impact. He got the boat to the riverbank to stop the



sinking and called for help on his CB. Help arrived, his wife was taken to the hospital and the next day the boat was recovered. Not only did he have the cost of the repair to the boat and his wife's medical bills, the Coast Guard billed him for the cost to repair the damaged day marker. The total cost was considerable.

Insurance companies can be interesting institutions. I had a vehicle adjuster show up for a boat claim. I ended up telling/showing him what was wrong with the boat for his official report on the damages sustained by the boat. Another company would not give me a list of accepted surveyors in the area where the boat was located, so I contacted another marine insurance company which provided the list and got my business for that boat. Another time I was looking at purchasing a boat that was insured by the company insuring my current boat. I called up the company and asked if the insurance could simply be transferred. The answer was "Yes" with no fees. Then there was the time that the insurance payout exceeded the cost of the repair. I sent the balance back to the company only to receive back the check and a note that the account had been closed.

When I was still flying and was taking a trip, I filed a flight plan with the FAA. The information identified the plane, number of people on board, destination and estimated trip time (among other things). I activated the flight plan after the plane was in the air and closed the flight plan after landing at the destination. If the plan was not closed within a given time frame, the FAA started a routine

checking on the plane. The first check point was the destination airport. Had I landed and failed to close the flight plan? If yes, all was well (but a good deal of paperwork followed). If no, additional procedures were followed until the plane was located.

I had two advantages in the air as opposed to being in a boat on the water. One was two radios in the plane and the other was the transponder. I could call for help on a designed frequency or I could code the transponder to call for help. Or, if all else failed, there were non electronic procedures I could follow to indicate help was needed. No matter what, the people on the ground knew there was a problem and the plane's location was known within minutes and appropriate help would be provided.

On the water we do not have quite the same availability of resources, although some of the new electronic options will help. But we can file a float plan with the marina or a friend. And if we do not come back (or check in) at a given time, those searching know where to look for our boat. Without a float plan "he is out there somewhere" is not a good beginning.

The basics of the autopilot on your boat comes from work done by Dr Peter Cooper and Elmer A. Sperry in 1917 to create an automatic gyroscopic stabilizer for aircraft (USNI Proceedings, June 2020, p 90). While the gyro-stabilizer was a while coming to the boating world, Mr Sperry's gyrocompass that came out of the work on the stabilizer provided one of the pieces for what we have today on our boats.

Finding a person floating in the water is difficult (been there, done that) and any colorful assistance is very helpful. Thus, you might want to consider purchasing a floating orange panel that folds up (keep in your pocket?) and when displayed provides the searcher with a bigger target if you are in the water. There is a larger version for use with a boat. I used to carry a dye marker package on the boat as boats are a small target for an aircraft observer to spot. The "Sea/Rescue SAR-11" may be worth researching.

When Georgia River Network (GRN) planned the first Paddle Georgia in 2005 on the Chattahoochee River, the organizers hoped they'd entice at least 100 people to join in an epic, week long, 100 plus mile canoe/kayak adventure. More than 300 people registered. Now, 16 years later, GRN's annual seven day river adventure is considered the largest week long canoe/kayak camping adventure in the country, attracting more than 300 paddlers each year.

When this year's journey on the Flint River in Central Georgia was cancelled due to the COVID-19 pandemic, the organization rescheduled the event for June 19-26, 2021, and moved forward with three weekend canoe/kayak camping adventures this fall: September 4-6 on the Satilla River in Southeast Georgia, October 9-12 on the Flint River in Southwest Georgia and November 6-8 on



Spontaneous water battles are commonplace during Georgia River Network's annual Paddle Georgia event

## GEORGIA RIVER NETWORK

### Georgia River Network's Paddle Georgia Event and Other River Adventures

[www.garivers.org/paddle-georgia](http://www.garivers.org/paddle-georgia)  
By Joe Cook

the St Marys River and Okefenokee Swamp. To learn more about GRN's river adventures, visit [www.garivers.org](http://www.garivers.org)

The purpose of GRN's river adventures, including Paddle Georgia, is to generate interest in Georgia's rivers and enlist participants as advocates for protecting those rivers. It's best been described as summer camp for adults and families. Spontaneous water battles and sandbar parties are common. Over the course of a week on the river a real sense of community and camaraderie is built as participants share the common goal of safely navigating more than 100 miles of a wild Georgia river. Since we've been doing it for

16 years, it's become something of a reunion for long time participants. And each year first time participants join in the fun.

During the seven day trip participants camp communally at local schools, parks or private campgrounds, enjoy catered meals, nightly entertainment and education programs. Shuttle buses carry participants to and from the river each day and when it's time to move camp, gear is shuttled to the next campsite by event organizers.

Since its inception in 2005, Paddle Georgia and GRN's other river adventures have introduced more than 5,000 people to Georgia's rivers and generated more than \$500,000 for river protection and improved recreational access to the state's rivers.

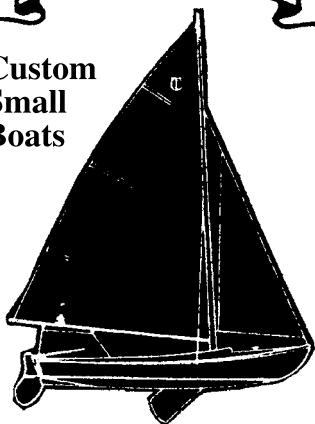


A paddler greets the sunrise on the Flint River during Georgia River Network's Paddle Georgia Fall Float on the Flint, a three day adventure held each fall in Southwest Georgia. This year's event is set for October 9-12.

*Messing About in Boats, August 2020 – 53*

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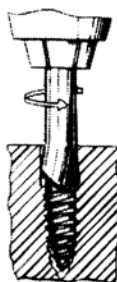
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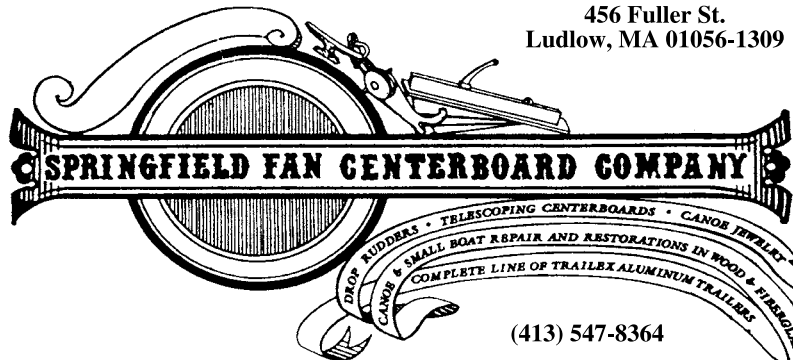
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